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Diesel &EcoCar

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END OF AN ERA

It is with great sadness, and with tears in my eyes, that I announce that Sue Baker has lost her fight with Motor Neurone Disease, passing away aged just 75.

She fought hard, was optimistic, and always had a glass half full attitude throughout, but the past few months had been tough for her. But despite losing the ability to use her legs, her electric wheelchair, Bertha, was piloted with precision. In a tight, confined space, she would manoeuvre it to within millimetres of a wall or object, but never hit it. I was aghast at her skill and aptitude, but I shouldn't have been surprised, as she had just translated the prowess that she showed on the road to getting about at home.

The word legend is overused, but in the case of Sue Baker, it is particularly apt. Trailblazer is another description for her – a driving force in changing the motor industry for ever. A sharp-elbowed lady in a man's world, she never let her sex stand in the way of getting a good story. She could show the men a thing or two and usually beat them to an exclusive or pipped them to the post.

My first acquaintance with Sue was, like many, on a Thursday night watching her on BBC's Top Gear. At the time, I was a spotty teen, watching the motoring programme to get the news on what was going on in the car industry. Sue presented the programme for 11 years and more than 100 episodes, only leaving to have her second child, Hannah. Her replacement you might know, the bold and boisterous Jeremy Clarkson, and Sue taught him everything he needed to know. At age 24, she was the youngest motoring correspondent in the industry, and carved out a career as the motoring lead at both the London Evening News and The Observer. In fact, you probably couldn't name an outlet that Sue hasn't worked for over the years, as she was a talented and prolific writer and broadcaster.

I can remember the first time that I spoke to Sue on the telephone, as a wet-behind-the-ears editor in 2007. We hit it off immediately, and from that moment on, I had a friend and mentor. She introduced me to everyone I needed to know, often saying "have you met Ian Robertson" to her motoring colleagues. The motor industry can be a highly competitive, hostile world, where newbies weren't universally welcomed, but Sue changed that. She would scan the room, approach anyone new that looked lost and bring them into a conversation, and very often suggested driving together. Most were taken aback that someone as important and famous as her would do such a thing.

Over the years that I've worked with Sue, our friendship grew, and we became great friends. She still worked until very recently, even when typing on a keyboard became too much. Instead she would provide her copy verbally, and I would translate it into a form that was fit for production. Indeed, only a few days ago, when I visited her for the last time, just 36 hours before she passed away, we spoke about her answer for this month's question of the month. Now that's a true hero. She was my hero, and I'm going to miss her hugely. Rest in peace Sue, may you always have the best parking space, wherever you are now.

Ian

Ian Robertson
Editor & Publisher

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Sue Baker

1947 to 2022

WITH A MOTORING CAREER SPANNING FIVE DECADES, ON TELEVISION, RADIO AND IN PRINT, SUE BAKER HAS LEFT AN INCREDIBLE LEGACY BEHIND HER, AND HAS BEEN AN INSPIRATION TO ANYONE LUCKY ENOUGH TO MEET HER. SUE'S CAREER STARTED OFF IN LOCAL PAPERS, BEFORE CREATING A MOTORING NEWS SERVICE AT BRAND'S HATCH, AND THEN MOVING ONTO FLEET STREET WHERE SHE BECAME MOTORING EDITOR OF THE OBSERVER. SHE WAS MOST FAMOUS FOR BEING THE LONGEST RUNNING PRESENTER ON BBC'S ORIGINAL TOP GEAR, APPEARING IN MORE THAN 100 EPISODES

Sue Baker's passing will leave a great many people feeling bereft. There was a warmth to her, an almost parental kindness that came from liking people and wanting to know more about them. This was a brilliant asset for a journalist. Sue was the genuine article, and never made people feel as if they were recourses to be mined. They always had her complete attention, and she was a good listener.

Ian Robertson described her as his 'motoring mum,' which resonates with me and I suspect a great many of us who were near contemporaries, young enough to be her children and more recently her grandchildren. It's no surprise that some of Sue's journalist friends nicknamed her 'Ma Baker.'

I first 'met' her in the pages of the Observer,

Tim Barnes-Clay

Sue was professional but always up for a laugh. I particularly remember her naughty side, when she'd take cheeky photos of us sleeping (usually mid-snore) on the plane after a knackering car launch. And I still chuckle, thinking back to when she sat next to me reading outrageous extracts from a fellow journalist's latest book. Oh, how that flight was over in a flash due to her fabulous sense of humour.

Maggie Barry

Sue and I travelled with our daughters to Le Mans one year in camper vans. It was a complete girls' trip which she loved. As well as Sue and I, there was also Hannah, her daughter, and my two, Sarah and Lucy. Every time we stopped for fuel, we were surrounded by supercars all revving up around us while we plodded steadily forwards.

After the weekend was over, she was insistent we get back in our vans as quickly as we could and with her in the lead we set off – not as I thought for the coast – but for the Mulsanne Straight. She timed it to perfection, and we arrived just in between the end of racing and the fences being taken down. Regally, we drove down at a fraction of the speed of the cars on it the day before. We even had time to stop and take a photo.

She was always great company though and for a couple of years in succession we drove together, courtesy of Vauxhall, along the Route Napoleon from Monte Carlo to the Geneva Motor Show. One year we even did it as Thelma and Louise and got to ride in a very special car indeed.

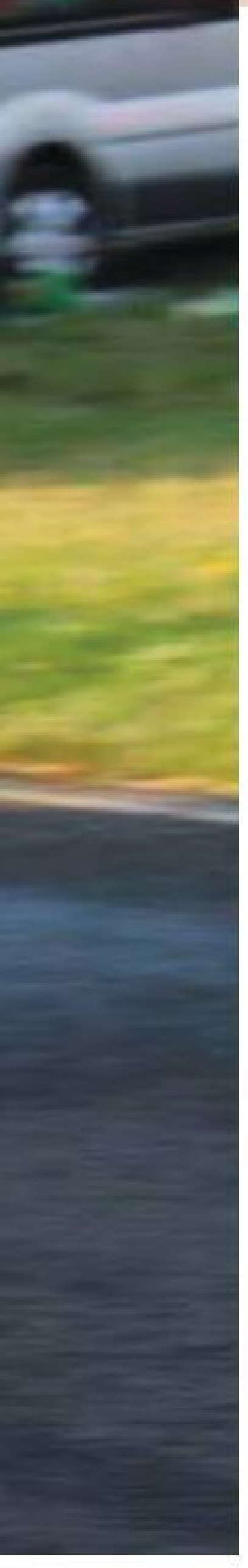
Tyler Heatley

On the 3008 SUV launch, Peugeot brought along some electric scooters. Of course, Sue was front of the queue to grab one and take it for a test ride around the hotel grounds. She was after an action shot of her dashing along on the scooter and asked if I wouldn't mind helping. The plan was that she would ride off, go over a crest, and turn around. The shot was to be of her zooming down the slope. Off Sue went with more enthusiasm than I was expecting, and as she disappeared over the crest I heard "oh, ah, on no" before a thud. I came running over the hill to find Sue in hysterics buried within a flowerbed. It didn't take long for the Peugeot PRs to start panicking, but in true Sue fashion, she told everyone to stop fussing, dusted herself off, and carried on riding the scooter – even faster than before.

> “She was a great lateral thinker and had an endless fund of good ideas.”

Andy Goodwin

My fondest memories of Sue are from my early days in the industry, when I was thrown into the wonderful, but somewhat daunting, world of car launches head first. Amongst a sea of (mostly) stern expressions, Sue was a friendly face who, despite her impressive resumé, was always down to earth and far more interested in younger journos and their path into the industry than talking about her own career. For the majorly of the wet-behind-the-ears rookie scribblers, her tips and calming voice were priceless.



when I was a teenager with journalistic ambitions, and she was its motoring editor and at the top of her game. Her writing was concise, authoritative, and accessible. I didn't understand why it was good, but could tell that it was. In print she had a distinctive voice that was entirely recognisable when I finally met her at a Geneva motor show dinner in the mid-1990s.

I was chaperoning a very green, very young journalist who was new to the industry. Sue took both of us under her wing, making suggestions of people we should speak to and facilitating introductions. We'd never met her before, but that didn't matter, and over the years I saw her show similar generosity to many other colleagues.

Later, when I was working as a commissioning editor for an Evening Standard motoring supplement, Sue was one of the first journalists to suggest story ideas for it. Many others offered nothing but road tests, but Sue, whose profile and experience eclipsed the rest of us, had carefully read the supplement, understood what was needed and provided stories that weren't just product reviews.
She was a great lateral thinker and had an endless fund of good ideas.

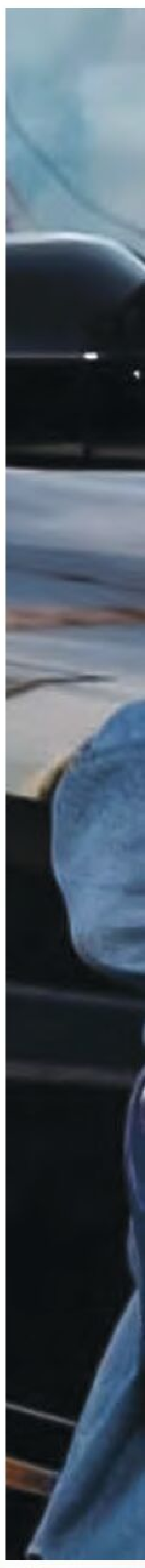
Her copy was always immaculate and on time. She was ambitious and competitive, but completely free of the 'don't you know who I am?' egoism displayed by a few contributors whose talents she completely surpassed.

This was the woman who'd presented Top

Gear, was a go-to talking head for radio and television, whose national newspaper career had started in her early twenties, and who had turned down Walter Hayes' attempts at head hunting her for a lucrative career in Ford's PR department. She loved cars and she loved to work in an uncynical way that never changed. She would put the same effort into a down page, 150 worder about people in Catford restoring Ford Capris as she would a cover story.

She was always a pleasure to deal with, but would have no problem standing her ground if she felt this was necessary. I also came to appreciate what a trailblazer she was for women in automotive journalism in particular, and national newspaper journalism in general, given that she started her career during the early 1970s in an industry where casual misogyny was rife. Her success helped open doors for succeeding generations of talented women writers.

LIFESTYLE 624
24



> “I once foolishly introduced an error into one of her pieces. The phone rang and she had a ‘quiet word.”

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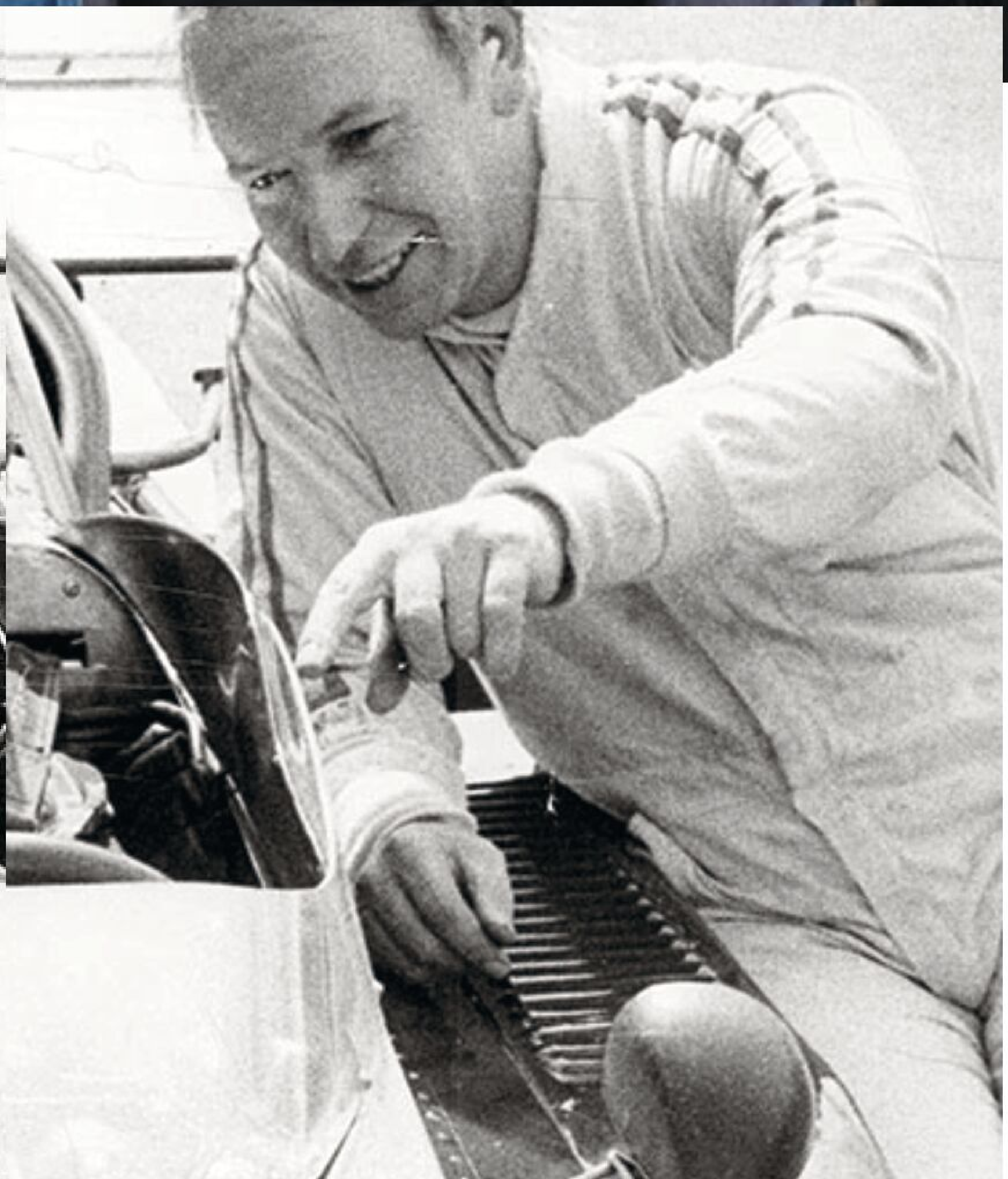


John Kendall

Sue blazed a trail for women in the male-dominated world of motoring journalism, achieved all the things that many of us aspired to and remained a lovely, down to earth human being. She was a joy to drive with and be with. I will miss her professionalism and humanity as, I'm sure, will many others. Rest in Peace Sue xxx

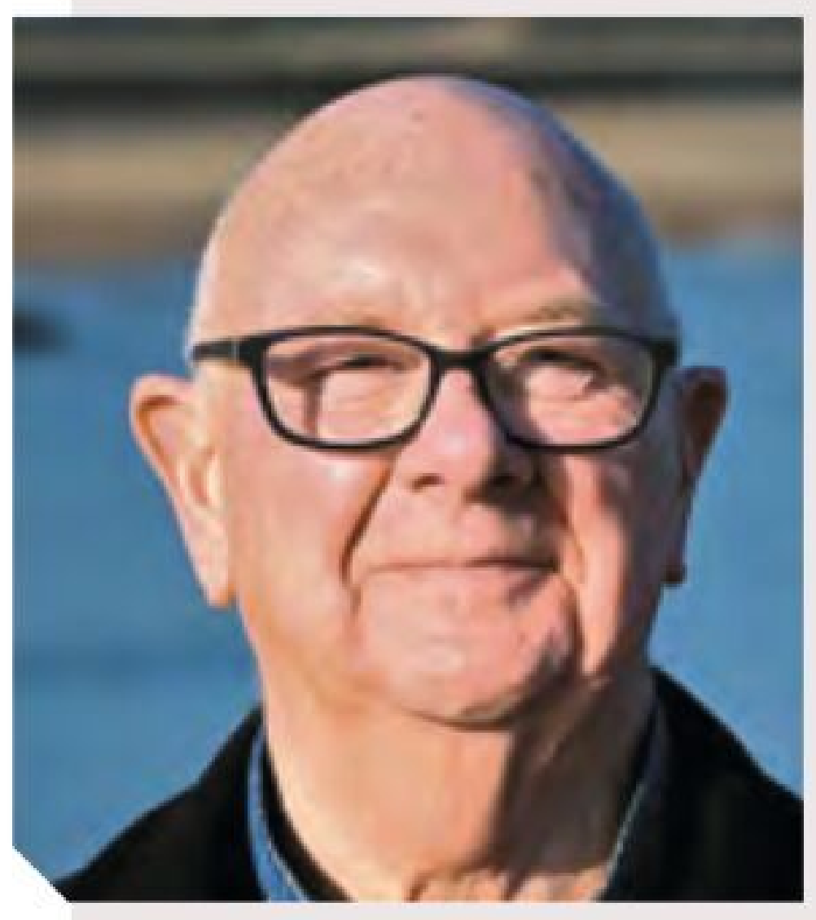
Gavin Braithwaite-Smith

I'll always remember Sue as one of the warmest and most welcoming members of the motoring journalism elite. No matter how busy she was on a launch, she'd always find time to speak to me and seemed to remember the little details about my life that others couldn't remember or care about. She loved hearing about my goats; the last time we spoke she was planning to pay them a visit!

Sue wasn't above engaging with anyone on social media, whether they were a big name or a small player like me. I'm not ashamed to admit that I got a kick out of having a Twitter conversation with one of my heroes of Top Gear when I was taking my first steps on the motoring writing ladder.

Iain Dooley

I don't have a single stand-out memory of Sue, but I do have years (and years) of positive memories of being in her company on launches and events, sharing cars etc. Sue's sharp wit and even sharper intellect ensured that she was great company and dogged in pursuit of technical details and a story Conversations were never dull, even when the launch drive route would send you to sleep. And her enthusiasm when behind the wheel was matched by her enthusiasm for the subject matter and life itself. Sue leaves a journalistic legacy that many would be proud to possess but few would've been able to achieve. A champion of all things motoring, she will be missed and impossible to replace.



Victor Harman

I recall one particular MPG Marathon, when my driving partner and I rolled up to a set of traffic lights in the left hand lane, to see Sue and her navigator right next to us, in the right hand turn lane. One of us had to have got it wrong, and we sat there smugly in the certain knowledge that we had the best route, so we looked across and shook our heads, knowing that Sue by then had to take the right turn, and somehow find a way of getting back on route. Imagine our horror when, a few miles on, we came up behind Sue… which led to some very interesting exchanges at the next coffee stop. We never found out how she had done it!

Simon Hacker

The model evades me now, but on a bright sunny morning in Los Angeles some twenty years ago, I found myself driving out of a car park and heading left on Route 101, the Pacific Coast Highway. What a feeling: a reasonably specced car (of such acclaim it's now utterly forgotten), the legendary Sue Baker at my side and a day's long drive through a landscape framed in a thousand Hollywood movies. What could go wrong?

As in Trains, Planes and Automobiles, all great driving tales include a wrong turn. No scrub that, for me, every single car launch involves getting lost. I am max mea culpa on this, though today I was driving with Sue, our shared destination Santa Barbara County. If you've seen the comedy bromance Sideways, our anticipation was a sober version. Route guide on her lap, Sue gave me the feeling I was in highly capable hands. One word from the PRs before we left: be wary of free-range meandering. Some of LA's suburbs are great for car shoots, just not with a camera. Trying not to think of Reservoir Dogs, I turned the key.

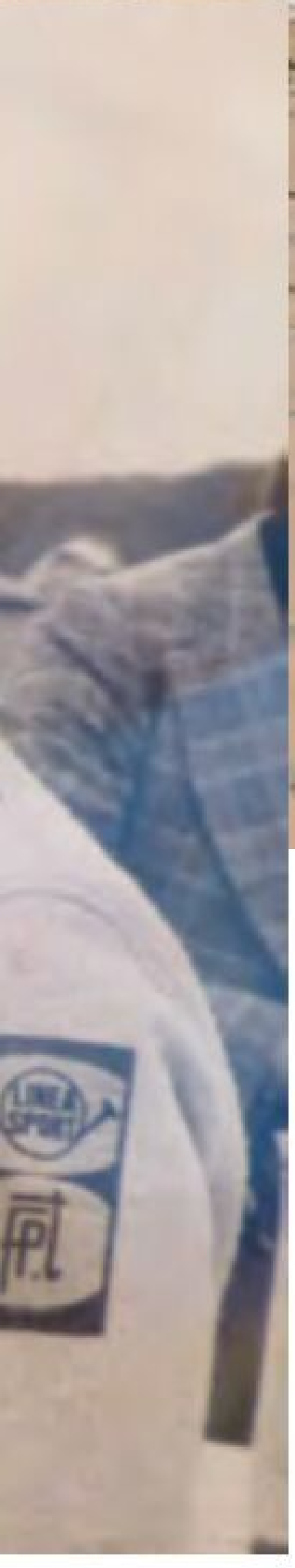
We had a 150-or-so mile drive ahead and nothing but a straight line south to pursue. So we chatted. Lots. Sue was lovely company. I'd known her as a great dinner table conversationalist and not as a driving buddy. We talked about a bit of everything and a lot about everyone. I soon realised she was such a beacon of positivity compared to my default pessimism (think When Harry Met Sally, though I didn't try to spit grape seeds through a closed window).

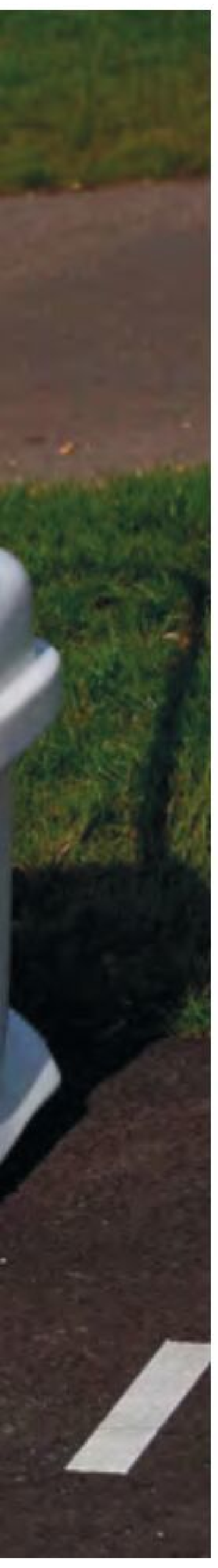
Anyhow, about two hours down the road, Sue went quiet. And began frantically leafing through the route guide. Oh dear. Somehow, we were on the wrong page. As in literally. We were following the route for… the next day. In horror, the guide for today, the right day, said exit the hotel and turn right. As in take the 101 north. As things were, we were 180 degrees off-course, our projected ETA making it look pretty unlikely we'd make the lunch stop, let alone any rest-stop coffee break. Instinctively, we turned off, headed down the exit road and, yes, found ourselves in a downtown suburb of nowhere. The kind of place that's eerily bereft of other cars and where groups of hooded guys watch you from street corners in bemusement. You could blame attention on the car, but the way they eyed us up made me feel like they had other interests. Keeping the map out of view, I engaged first and U turned like a stuntman from To Live and Die in LA.

WIth the day running out, we motored back towards the hotel before finally managing to contact one of the press team. And then came the late plot twist: the routes had, in fact, been swapped. We had, goddamit, been heading in the right direction after all. But as the day was getting on, there wasn't time to rejoin the group.

As others may have said, Sue was a fiercely competitive journalist, her key opponent being herself. We both laughed about the bungle, though I suspect the high standards to which she held herself ensured this never became a dinner anecdote. If it had though, I guess her advice could have been don't drive with that distracting idiot Hacker, and I'd heartily agree.

MARTINI
BRABHAM
GOODYEAR
CHAMPAGNE





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Motor Rac
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She told a story about working on the London Evening News in her early 20s and being balled out by the assistant editor, a Scot called Charles 'Charlie' Wilson, who was later to edit the Times and whom Private Eye had nicknamed 'Gorbals,' because of his capacity for foul mouthed tirades. On that occasion Sue gave as good as she got, fully expecting to be sacked as a result. Instead, she prospered, and this was the last run in she had with Mr Wilson. Sue was certainly not to be messed with.

Later, as one part of a busy, fruitful and diverse freelance writing career, she edited car maker customer magazines. If you were commissioned by her, the brief would be clear and concise, and when it appeared, your story would be tighter, tidier, and generally better than when you'd submitted it. I learned a lot from Sue, and kept learning. Plenty of colleagues will know the feeling.

For years, if I was struggling with an intro, or needed a sounding board to knock an idea into shape, I could ring Sue, who would quickly help me to unscramble ideas. We'd chat and sometimes I learned new things

Maxine Ashford

I don't think there are any tributes that can realistically explain the force of nature Sue Baker was and the impact she had on so many. Words such as 'legend' and 'inspiration' are used all-too-frequently these days, but they are still not high enough praise for Sue.

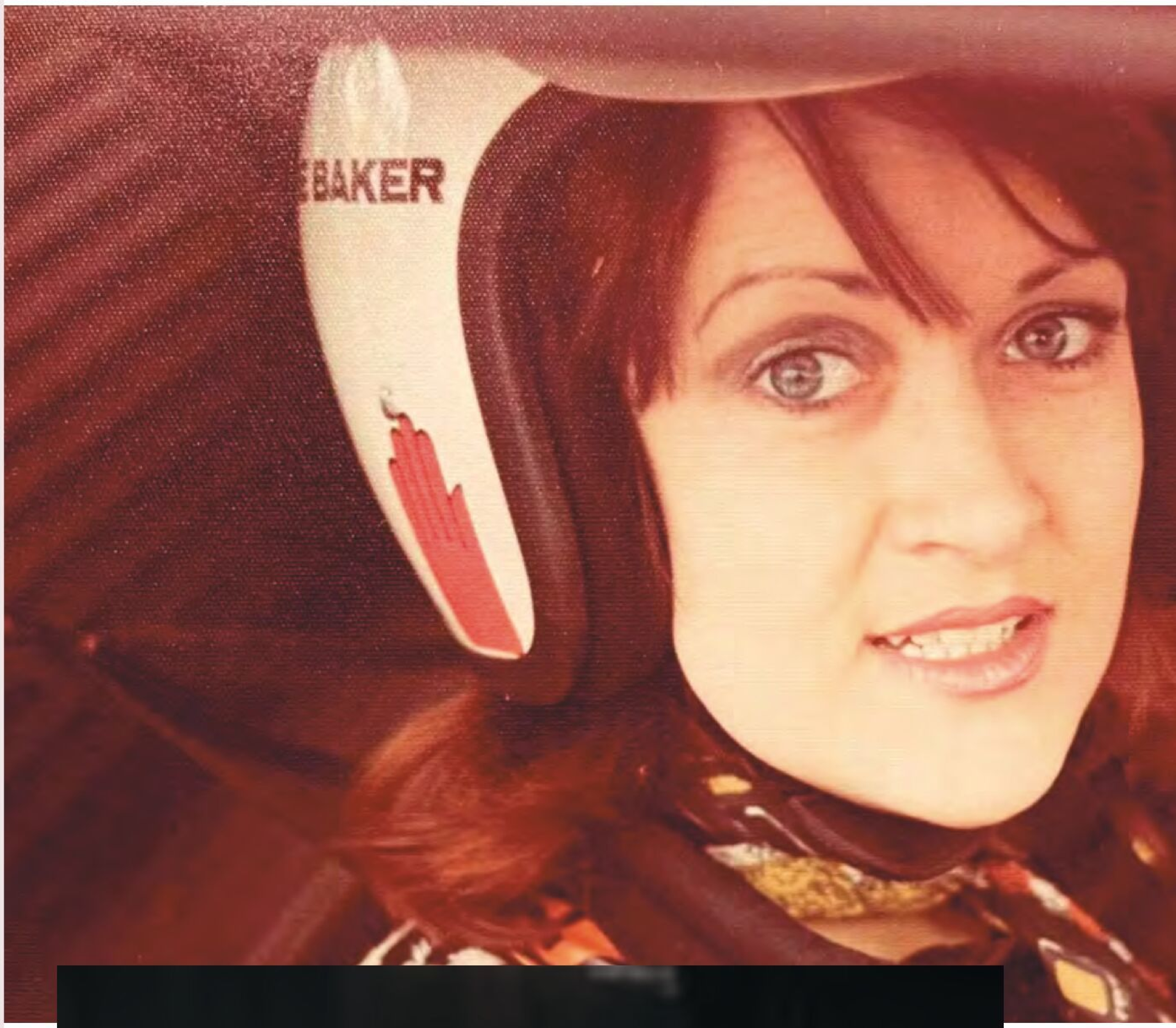
Yes, she inspired and, yes, she encouraged those around her offering professional, wise and knowledgeable advice whenever needed. But it was the naughty, cheeky side that always made her so, so personable.

> "When driving together we were always last to any venue. Not because we were slow but rather because the chatter was so raucous"

When driving together we were always last to any venue. Not because we were slow, but rather because the chatter was so raucous, we could barely hear the navigation instructions – not that Sue ever listened to them anyway. "Left at the next turning, turn left now… re-routing!"

Even when the dreadful Motor Neurone Disease was diagnosed, Sue vowed to fight as she always had. And that's what made her such a force to be reckoned with. When others moan about this, that and the other, Sue was always there with her glass-half-full outlook to remind us of the privileged lifestyle that we enjoy. And if anyone needed picking up, Sue was at the head of the queue.

I often wondered what Sue would tell Sue if she was feeling low. Probably a strict talking to and some words of wisdom that are far beyond my reach. Now we must make do without those pearls of wisdom. And, I for one, miss them already. I think we could all learn from being a 'little more Sue!'



about her. Not so long ago she mentioned unearthing a Grundig reel-to-reel broadcast tape machine, on which she'd edited her own radio pieces, using a razor blade and adhesive tape. Another unsuspected talent.

Her determination to get the best from life was inspirational, especially in recent years when she dealt with widowhood, ill health and ultimately the awful privations of motor neurone disease. It's a cliché, but Sue really knew how to live.

Some of her motoring journalist friends will also cherish serial memories of being in airport departure lounges waiting for a determined, compact figure hauling a wheeled suitcase to puff into view as their flights were called for the umpteenth time. Sue's heroically last minute time keeping was entirely consistent, but then, so was her kindness, professionalism and positivity.

Her death on the 14th November was widely reported in the national press and broadcast media, because it was a cultural event that went far wider than the passing of a specialist journalist. Sue was greatly loved, and will be greatly missed, and she deserves nothing less.

Martin Gurdon

MEET THE TEAM

QUESTION OF THE MONTH

So, Rudolph has caught Covid and is laid up in bed, with his nose redder than ever. What diesel car will Father Christmas rent from Enterprise to make sure that he reaches all of the boys and girls that are naughty and nice.

SINCE 2007

IAN ROBERTSON

His passion for cars was apparent from an early age and it was inevitable that he would end up working with them. He spent his teenage years trawling car showrooms and building the encyclopaedic knowledge he has today. He has worked on Diesel Car since 2007 and now holds the accolade for longest running editor.

“WHERE WOULD HE PICK THE CAR UP FROM, SANTA MONICA? SOMETHING BIG AND SPACIOUS, LIKE A VOLVO V90 CROSS COUNTRY WOULD BE JUST THE JOB, WITH THE ABILITY TO GO ANYWHERE THANKS TO FOUR-WHEEL DRIVE.”

SINCE 2012

MAXINE ASHFORD

Maxine has always had a passion for cars, and after ten years as a regional motoring editor, is enjoying the freelance lifestyle, travelling here, there and everywhere to test out the latest cars, as well as interviewing the brains behind the technology. She simply loves driving, though not quite as much as rugby!

“I’D HAVE A SSANGYONG REXTON AND HERE’S WHY. IT’S BIG, PRACTICAL, POWERFUL AND PACKED WITH TECH. BUT IT ALSO HAS BRILLIANT TOWING ABILITY, SO CAN PULL A TRAILER WITH MY PORSCHE TAYCAN FOR SOME DOWNTIME SANTA FUN TOO.”

SINCE 2000

SUE BAKER

Sue has had a passion for cars since childhood, and learned to drive on Pendine beach aged 15. From a career starting in local newspapers, she zoomed into Fleet Street, and has been a motoring specialist on national newspapers, radio and TV, including a decade on Top Gear pre-Clarkson, although she never punched anyone.

“IT WOULD NEED TO HAVE PLENTY OF ‘PRESENCE’, SO HOW ABOUT THE NEW RANGE ROVER LONG WHEELBASE WITH SEVEN SEATS. THAT WOULD CATER FOR ALL NEEDS.”

SINCE 2019

TIM BARNES-CLAY

Tim Barnes-Clay is a freelance motoring journalist. The dad-of-three has a postgraduate diploma in broadcast journalism and has been a presenter and producer at ITV Central. He has also worked as a radio reporter and does video and voiceover work.

“THE LUXURIOUS MERCEDES-BENZ E-CLASS ESTATE WOULD BE MY CHOICE. IT’D BE THE MOST COMFORTABLE WAY FOR SANTA TO DO HIS DELIVERY ROUND.”

SINCE 2019

MAGGIE BARRY

Maggie is an award-winning journalist with more than 40 years’ experience, the last decade in the automotive sector. She is the former motoring editor of the Daily Record and Sunday Mail in Scotland. Her first foray in track driving was on the famous Nürburgring circuit, in high heels!

“I WOULD CHOOSE THE TOYOTA HILUX, WITH LOADS OF ROOM INSIDE FOR SANTA AND A FEW ELVES. AND MORE IMPORTANTLY, BAGS OF SPACE IN THE PICK-UP FOR THE PRESENTS.”

SINCE 2014

GAVIN BRAITHWAITE-SMITH

He writes about cars from the fringes of Dartmoor, where he enjoys luxuries such as running water and electricity. He’s also a blogger and host of a YouTube channel about his fleet of mostly rubbish cars. He harbours dreams of moving to Brittany, where his French cars would feel totally at home.

“IS IT POSSIBLE TO RENT A CITROËN CX 25 DTR TURBO SAFARI FROM ENTERPRISE?”

SINCE 1990

THE DOCTOR

He is probably motoring's equivalent of Geoff Boycott! He hates factual inaccuracy and avoidance of the fundamental facts of anything. Cars are meant to fulfil a purpose of getting from A-to-B, hopefully enjoyably, comfortably, and elegantly, not to serve as mobile communications and entertainment centres!

“IT WOULD HAVE TO BE SOMETHING ‘DEER’, SO MAYBE LAND ROVER’S NEW DEFENDER 130, NOW WITH EXTRA CARRYING CAPACITY.”

SINCE 2006

IAIN DOOLEY

Iain started his career working with pictures of cars, but soon realised writing about them was much more interesting than being hunched over a lightbox. Since then there’s little he hasn’t driven or written about. Interests include the business of making cars and the wealth of technology transforming modern motors.

“HOPEFULLY THE "FORD TOURNEO CUSTOM OR SIMILAR" BOOKING TURNS OUT BE AN ACTUAL TOURNEO CUSTOM, AS THE COMBINATION OF A SPACIOUS VAN-LIKE INTERIOR AND CAR-LIKE DRIVING EXPERIENCE SHOULD REDUCE THE STRESS.”

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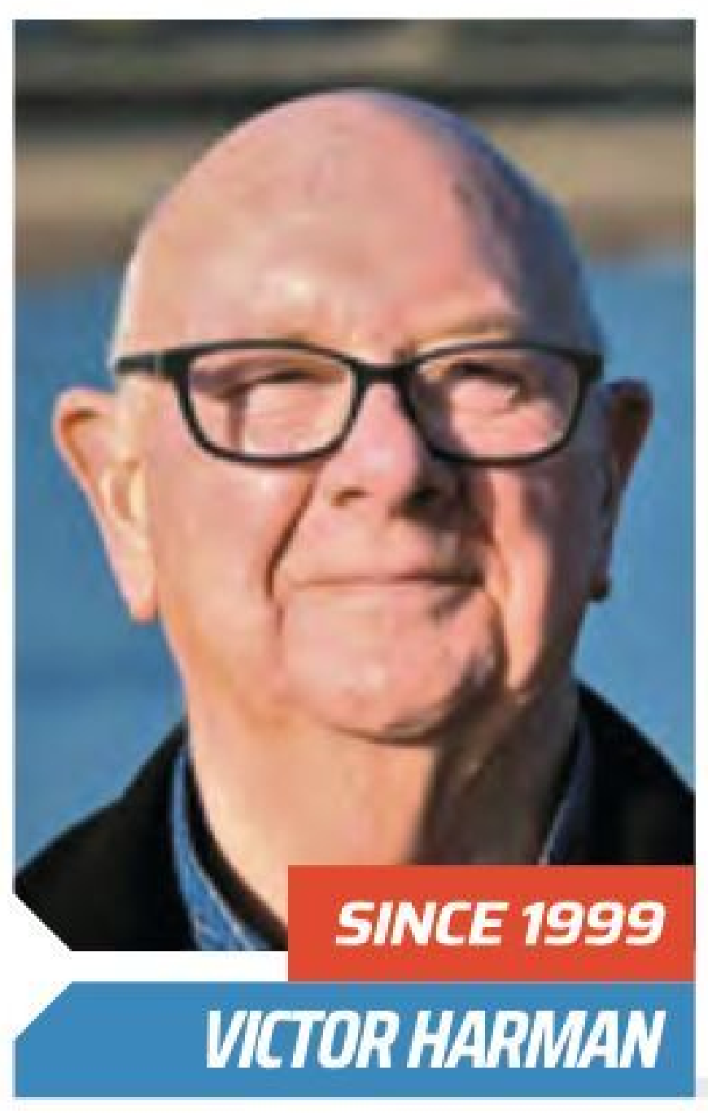
SINCE 2005
RICHARD DREDGE

Having got hooked on cars aged 11, and then after a false start working in retail, Richard made a drastic career change in his 20s and chose to pass the time writing about cars instead. And he's glad he did, because now he regularly gets the opportunity to show just what an anorak he is, to anybody who will read or listen.

"I'M KNOWN FOR MY LOVE OF AUDIS, WHICH IS WHY I'D CHOOSE A SWIFT AND SPACIOUS AUDI A8 AVANT V8 TDI, BECAUSE JUST LIKE FATHER CHRISRMAS, IT DOESN'T EXIST."



SINCE 1999
VICTOR HARMAN

Victor has owned 25 cars in his life and driven fifty times as many test cars. His top five? His own 1997 Peugeot 406, 2001 Rover 75, and all-time favourite, a 2004 Audi A2 TDI – they were all star diesels of their time. Top test cars? The classy Audi A7 Sportback and another Audi, a Mk II A3 Sportback 1.6 TDI SE.

"IT COULD ONLY BE ONE CAR. A HYUNDAI... SANTA FE! HO! HO! HO!"

SINCE 2017
JAMES FOSSDYKE

He gave up a semi-respectable degree course to chase his dream in motoring journalism. James writes for newspapers, magazines and websites. Along the way, he has gained an infantile love of pick-up trucks and a wallet-endangering desire for an Italian coupé, but his real passions are football, skiing and wine.

"IT'S GOT TO BE BIG, FAST AND COMFY, AND IT HAS TO GET ANYWHERE AND LOOK GOOD IN RED. IT'S GOT TO BE A RANGE ROVER,HASN'T IT?"

SINCE 2014
PHIL HUFF

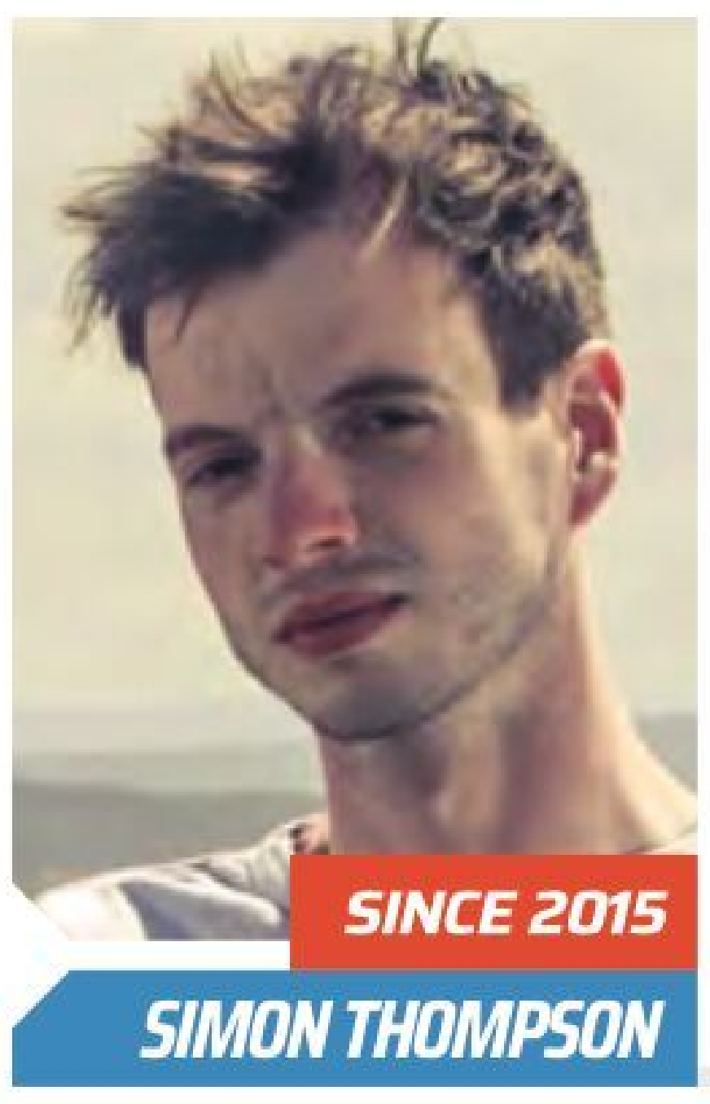
Phil has spent 20 years working around cars in one way or another, turning to writing about them after realising he was too poor to race them. He's always looking for the next four-wheeled adventure, and has developed a rather unhealthy habit of buying up undesirable cars from the 1980s and 90s to sit alongside his old Americana.

"THE TOYOTA PROACE VERSO VIP OFFERS MORE THAN 5,000 LITRES OF BOOT SPACE, AND THE COMFORT AND LUXURY HE'LL NEED ON SUCH A LONG NIGHT."

SINCE 2013
ANDY GOODWIN

After learning to drive on a tractor, Andy found cars more to his liking, usually with a diesel engine. Without a winning lottery ticket, writing seemed like the best way to drive the widest choice of models. Andy has worked for a variety of digital and print publications and loves a good hot hatch or, more recently, a relaxing SUV.

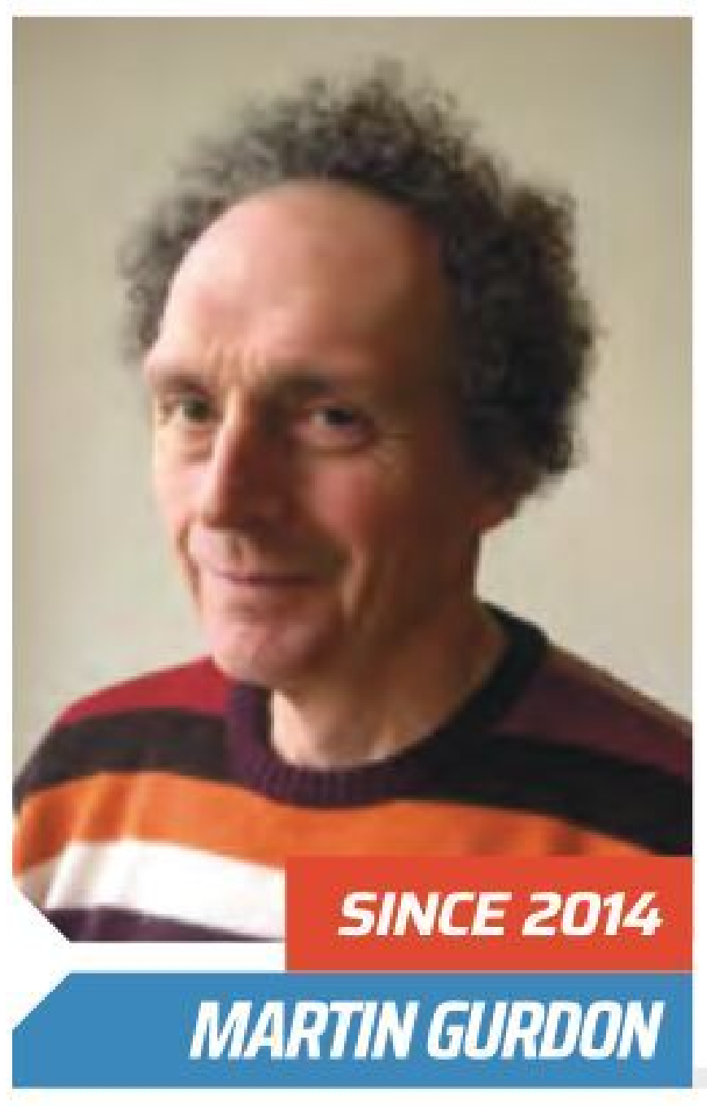
"HOW ABOUT THE NEW VW AMAROK? IT CAN TOW A 3.5 TONNE SLEIGH, THERE'S ROOM FOR PRESENTS IN THE LOAD BED, AND A HARMAN KARDON AUDIO SYSTEM TO BELT OUT JINGLE BELLS!"



SINCE 2015
SIMON THOMPSON

Still a relative youngster in the world of car photography, he gained extra experience working with snappers after his university course, before being brave and going it alone. Usually found at the side of the road with a camera and a hat, all in the name of motoring art. All proceeds go to the restoration of his 1960 Mini named 'Edgar'.

"EVERYONE KNOWS THE FASTEST CAR IN THE WORLD IS A RENTAL CAR, SO ANYTHING ENTERPRISE HANDOUT WILL DO THE TRICK."



SINCE 2014
MARTIN GURDON

Martin is a freelance motoring writer for hire who contributes to the Spectator, Daily Telegraph and Evening Standard. When not grouching in his Motorgrump column, Martin writes books and moonlights with a narrow boat magazine.

"THE SKODA SUPERB ESTATE, WITH ITS BALLROOM SIZED PRESENT CARRYING DECK."

SINCE 2016
DAVID WILKINS

An electric car owner and enthusiast, he also fancies himself as a bit of an automotive futurologist. He owns an ICE car too, but only while waiting for our glorious all-electric future to arrive. Old Mercs are David's other motoring passion, a lifelong interest sparked by a childhood spent mainly in Germany.

"A MERCEDES-BENZ S-CLASS, BECAUSE IT'S VERY DEAR (DEER). RUDOLPH THE REINDEER AND RUDOLF DIESEL WOULD BOTH BE VERY PLEASED."

SINCE 1996
SIMON HACKER

Simon cut his teeth as a cub reporter with local press and, after many years writing for nationals, has now returned to his roots, editing an independent newspaper in the Cotswolds. "From good to bad and via ugly, cars have been my consistent career thread. I'm excited about the prospects for eco motoring."

"CALM DOWN, DEER! A MERCEDES-BENZ E 300 de PLUG-IN HYBRID ESTATE, CLAIMING 201.8MPG, SHOULD MAXIMISE ON CHIMNEYS-PER-MILE."

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CONTENTS

018

020

022

025

NEWS

004 Obituary
We celebrate the life of long term Diesel&EcoCar contributor Sue Baker, who lost her fight with Motor Neurone Disease this month, aged 75.

018 News
We bring you all of the breaking diesel, hybrid, electric and hydrogen news from around the motor industry, both at home and abroad.

032 First Tests
Driven this month by the test team:

- BMW 3 Series
- Citroën C5 Aircross
- Nissan X-Trail
- Volkswagen ID.5

041 Our Cars
Reports portraying the life and times of the nine vehicles that make up the long-term fleet. Are they behaving themselves, or are any of the test team experiencing any little niggles or problems?

FEATURES

054 Tuning & Modifying
Our experts take a look at the Mercedes-Benz E-Class this month.

058 Forbidden Fruit
We reveal a variety of different Lexus models from other markets around the world that aren't sold here in the UK.

060 Christmas Crossword
Our annual festive crossword to test your knowledge on the motor industry.

062 Christmas Gadget Inspector
Our elves review the latest books, games, tools, cleaning products, gadgets and gizmos on the market.

065 Current Affairs
We answer your questions on electrified motoring in an easy to understand way.

066 Road Watch
A round up of the latest news affecting the UK road network.

067 Techzone
We gaze into the future at advanced cutting-edge technology arriving in a car that you'll want to buy soon.

121 Hall of fame
A look at groundbreaking or legendary vehicles that deserve their place on the A-list of celebrated motors.

121

CONTENTS

SUBSCRIBE TODAY

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DIGITAL EDITIONS AVAILABLE ON iPAD, iPHONE AND ANDROID FROM

pocketmags.com
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DIESEL & ECO WORLD

068 Legal i
Our legal expert delivers wise advice on all aspects of motoring law.

069 Autojumble
A little bit of this, and a large slice of that, Simon Hacker reflects on motoring life.

070 Motorgrump
Our resident misery guts takes a crotchety look at the world of cars.

071 Bright Spark
David Wilkins takes a well informed view on electrified motoring life.

072 The Doctor
Advice from the Doc on all of your problems, including How it Works.

077 Fuel for thought
Victor Harman is helped up onto his soapbox, to provoke and discuss controversial motoring matters.

078 DMail
Your letters answered by the Editor from the good, bad and the ugly.

080 This Month
Notes from the editor's notebook, a couple of glorious period adverts, and a historic look at a past issue.

BUYING AND SELLING

085 Introduction
This is the place to come for buying advice on both new and used cars. There's interesting cars that the team have spotted on their travels, product advice, recall information and a comprehensive used car buyer's guide for the Dacia Duster.

098 Marketplace Statistics
A roundup of the latest new car registration figures revealed by the SMMT.

100 Marketplace In The Pipeline
A comprehensive guide to what's coming soon to a car dealer near you.

102 Marketplace What's New
A first look at the latest hot metal to go on sale at UK dealerships this month.

104 Data Files
We're very proud to say that our data pages are the most comprehensive and up-to-date in the business, with every diesel, electric, hybrid, plug-in hybrid, hydrogen fuel-cell and alternative fuel vehicle on sale in the UK, including the most efficient sub-125g/km petrol and mild-hybrid petrol cars, too. You can also discover when we last tested a particular model, too, including the long-term test cars.

SEVEN-SEAT EX90 CROWNS THE VOLVO RANGE

Volvo's new pure electric flagship, the EX90, will cost from £96,255 when the first cars arrive in early 2024 in range-topping Ultra trim, with an entry-level version set to follow at a later date. But rather than replacing the XC90, the two cars will run side by side for a while. The seven-seat EX90 sits on the same underpinnings as the Polestar 3 and includes a new infotainment system and a raft of new safety technology for the brand.

While its design appears to be an evolution of the XC90, the EX90 stands apart thanks to elements that include a smooth, body-coloured nose with a Volvo badge pressed into its surface. There's also a heavily creased bonnet and a new take on Volvo's 'Thor's hammer' headlights, while at the rear, Volvo has separated the rear lighting elements for a fresh new look. C-shaped rear LEDs now flank the tailgate, while separate lighting elements sit on either side of the rear screen, instead of retaining Volvo's traditional vertical units.

Measuring 5,037mm in length, 2,113mm wide and 1,747mm in height, the EX90 will be one of the largest EV models on sale, weighing 2,818kg. It has a boot measuring 310 litres behind row three, 655 litres with five seats in position, and 1,915 litres behind the driver and loaded to the roof. The EX90 will also have a maximum braked towing capacity of up to 2,200kg.

The Twin Motor Ultra version has dual electric motors, providing all-wheel drive and up to 402bhp, for a 0-62mph time of 5.9 seconds. There's also a Twin Motor Performance Ultra edition, boosting power to 510bhp and cutting the benchmark 0-62mph dash by exactly one second, while the top speed of both cars is electronically limited to 112mph.

Both feature a giant 111kWh battery, for a targeted driving range of 363.5 miles, dropping slightly to 360.4 miles for the Performance

model, while efficiency is claimed to be 2.9 miles/kWh. Despite its capacity, a 10 to 80% charge can still be accomplished in 30 minutes thanks to rapid 250kW DC charging. However, an AC 32-amp home charge from 0 to 100% is likely to take around 17 hours. The EX90 is also the first Volvo model to be equipped with bi-directional charging, so owners should be able to put energy back into the national grid at peak times, power appliances in remote locations, or even charge up other electric vehicles.

Inside, the cabin is more minimalist than ever and dominated by a large 14.5-inch portrait tablet running Volvo's Google-powered infotainment software. There's also a smaller driver's display for key performance, safety, and navigation data. The EX90 boasts processing power from industry leaders Snapdragon and uses Unreal Engine 5 graphics, similar to that powering the latest generation of console games, along with a 5G data connection. A premium 25-speaker Bowers & Wilkins audio system with Dolby Atmos surround sound also features. The cabin contains nearly 50kg of recycled plastics and bio-based materials, which is the most of any Volvo car to date.

Volvo is known for its safety, and new technology is touted as making the EX90 its safest model yet. Most notably, there's a Lidar sensor mounted on the roof which can detect objects hundreds of metres ahead of the car, including in darkness. There's also Volvo's latest generation of Pilot Assist, and enough hardware and sensors onboard to make autonomous driving possible in the future according to Volvo. A new interior radar system has also been designed to help prevent children or pets from being left in the back of the car by accident.

Available to order now, the first EX90 models will arrive at UK dealers early in 2024. The luxurious Ultra version will arrive first, costing from £96,255 in Twin Motor specification and £100,555 in Twin Motor Performance guise. Standard equipment will include the Lidar sensor and the Bowers & Wilkins audio system, along with 22-inch alloy wheels, air suspension and pixel LED headlights. Inside, there's a glass panoramic sunroof, Nordico synthetic upholstery, soft-closing for the doors, four-zone climate control with air purification and seven seats. In addition, UK cars will also come with a Care Offer that includes three years and 60,000 miles of servicing and "wear and tear maintenance".

ALFA ROMEO STELVIO UPDATED FOR 2023

Alfa Romeo has given its Stelvio SUV a mid-life nip and tuck to keep it competitive against rivals like the Mercedes-Benz GLC and BMW X3, and in line with the smaller Tonale. There's also some new technology for the interior to ensure it remains up-to-date, and it arrives in the UK early next year costing from around £50k.

Exterior changes are subtle, but include a new set of headlights with a '3+3' design, consisting of three distinct elements per headlight. These LED units also include adaptive matrix technology, and not only link the Giulia with the Tonale, but also styling influences including the Alfa Romeo SZ and Proteo concept car. The headlights can detect traffic in both directions and adapt its lighting pattern based on the driving conditions. The rear LED lights also get a smoked appearance, while the 'Tribolo' grille gets a new finish.

The Stevlio's trim levels will also adopt the simplicity of the Tonale's structure, with Sprint and Veloce on offer, together with a Competizione edition to act as a launch edition for the revised cars. The latter adds 21-inch alloy wheels, red brake calipers, a leather finish for the dashboard and adaptive suspension. It also gains a new Moon Light matt grey shade of paint and new technology for the Stelvio, most noticeably a 12.3-inch digital instrument display. It features three themes: Evolved, Relax and Heritage, representing "the future of Alfa Romeo design", "comfort" and lastly graphics "inspired by the brand's iconic Sixties' and Seventies' models."

The Stelvio's engine range has been rationalised with the lower powered 2.2-litre turbo diesel engine dropped, and all models featuring the 207bhp edition of the poweplant, paired to standard Q4 four-wheel drive and an eight-speed ZF automatic transmission as standard.

ENYAQ iV SUV RANGE GETS HOTTER

Following hot on the heels of the coupé version, the Skoda Enyaq iV vRS SUV is set to arrive in showrooms next year, costing from around £53,000. It will feature a more powerful version of Skoda's dual-motor all-electric powertrain, as well as a styling makeover to help it stand out in the range and amongst rivals.

With a motor at either axle, the Enyaq iV vRS has a total power output of 295bhp, propelling the Skoda from 0-62mph in 6.5 seconds and a top speed of 111mph. Skoda also claims its 82kWh battery can provide up to 310 miles of range between charges. It's compatible with charging speeds of up to 135kW, so a top-up from 10 to 80% takes just 36 minutes. Home AC charging at up to 11kW is also supported, however, this will require a three-phase electrical supply.

Thanks to its taller roofline, the Enyaq iV vRS has 15 litres of extra boot space compared with the coupé version, adding up to a generous 585 litres behind the rear seats and 1,710 litres with them folded down. Styling changes include the same Crystal Face grille that's illuminated by 131 LEDs and surrounded by black trim. There's also body-coloured exterior cladding and unique alloy wheels measuring 20- or 21-inches in size. vRS buyers can also pick a special Hyper Green paint option, as shown in the pictures.

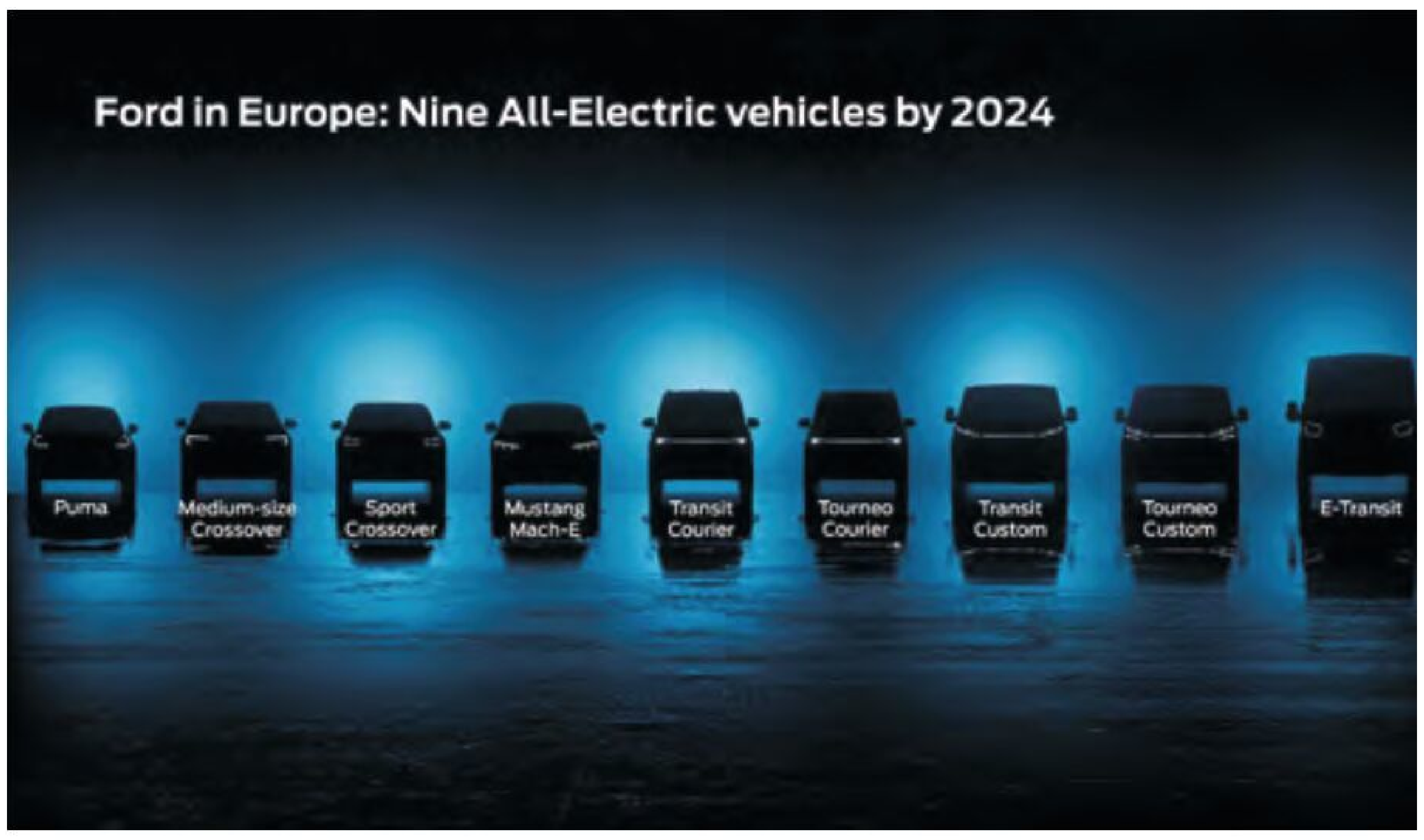
Carbon-look trim for the dashboard and door panels, aluminium pedals, and heated sports seats with integrated headrests and vRS logos add to the sporting feel inside. Perforated leather or 'Suedia' microfibre upholstery will be available, along with a 12-speaker Canton audio system upgrade and a panoramic sunroof. Infotainment is taken care of by a 13-inch touchscreen, with bespoke vRS graphics, while a 5.3-inch display dedicated to driver information sits behind the steering wheel.

FORD FIESTA AXED, S-MAX AND GALAXY ALSO FACE THE CHOP

Ford has confirmed that production of the Fiesta supermini will end in June 2023, bringing to a close almost five decades and eight generations of the popular supermini. In a statement, the American car giant also announced the S-Max and Galaxy MPVs will be axed in April.

Ford's historic statement read: "At Ford in Europe, we are accelerating our efforts to go all-in on electrification with our passenger vehicles being fully electric by 2030 – and all vehicles across our Ford portfolio by 2035. As we get ready to transition to an electric future, we will discontinue production of S-Max and Galaxy in Valencia, Spain, in April 2023 and discontinue Fiesta production in Cologne, Germany, by the end of June 2023. We will introduce three new exciting electric passenger vehicles and four new electric commercial vehicles in Europe by 2024. We plan to sell more than 600,000 electric vehicles in the region by 2026, and the electric passenger vehicle production at the Cologne Electrification Centre will reach 1.2 million vehicles over a six-year timeframe."

The Fiesta has rarely been out of the Society of Motor Manufacturers and Traders (SMMT) best-selling car charts over the years it has been on sale, and most of the population will have taken driving lessons in, owned, or at least been a passenger in a Fiesta. However, despite this historic popularity, the Fiesta fell out of the top ten sales chart in 2021, and isn't performing as well as expected in 2022 despite a recent facelift. This is due to semi-conductor chip supply issues, with Ford prioritising production of its more profitable models, including the Puma, which is 2022's third best-selling new car up to October. The Fiesta first went on sale in the UK in 1976 in petrol guise, with the diesel joining the line-up in 1984, shortly after the small car received its first facelift.



While there don't appear to be any plans to bring back the Fiesta as an electric model currently, the more profitable Puma will be available with a fully electric powertrain by 2024. This is likely to share some of its parts with the Tourneo Courier MPV and Transit Courier electric van, and will be built at the same plant in Craiova, Romania to help keep costs down.

Ford's Cologne facility will go from building the Fiesta to being transformed into an electric vehicle manufacturing hub, producing a pair of Ford-badged models underpinned by the Volkswagen Group's MEB platform, thanks to a collaboration between the two manufacturers. A medium crossover and sport crossover vehicle will sit alongside the Mustang Mach-E, Puma and Tourneo Courier electric to form a five-model pure electric passenger car line-up, as well as a range of electric vans.

SPECTRE IS THE DAWN OF ELECTRIC MOTORING FOR ROLLS-ROYCE

The Rolls-Royce Spectre will bring the British luxury brand into the electric age, with a new design alongside its revolutionary powertrain. To ensure it represents the pinnacle of electric motoring, Spectre has been subjected to more than 1.5 million miles of testing, the equivalent of 400 years of use for a Rolls-Royce. The first examples could arrive towards the end of 2023, with an estimated starting price of over £300,000.

In 1900, Rolls-Royce company founder Charles Rolls purchased a Columbia Electric Carriage and said: "The electric car is perfectly noiseless and clean. There is no smell or vibration. They should become very useful when fixed charging stations can be arranged." He may not have expected it to take 120 years, but today his prophecy has been fulfilled according to Rolls-Royce.

A spiritual successor to the Rolls-Royce Phantom Coupé, which bowed out of showrooms back in 2016, the new Spectre is unmistakeable as a Rolls-Royce, but its chrome Pantheon grille is now the widest ever to adorn one of its models, and at night it is illuminated by 22 LEDs. Its headlights are smartly recessed behind tinted glass, leaving the narrow strips of LED illumination that flank the grille to influence the Spectre's signature at the front.

Significant efforts have been made to ensure the Spectre is the most aerodynamic Rolls-Royce of all time, including around 830 hours of design modelling and wind tunnel testing just to aero-tune the design of the Spirit of Ecstasy figurine at the tip of the bonnet. The result is a drag co-efficient of 0.25 Cd, helped by its tapering tail with a boot lid that merges into the rear window.

Large, rear-opening doors provide access to the four-seat interior with screens dominating the wide dashboard. There's an all-new digital interface called Spirit, which controls the car's functions and has a companion smartphone app named Whispers, allowing owners to interact with their car remotely and receive live information for the first time.

Many of the car's technical specifications are still under wraps, but it will sit on the aluminium Architecture of Luxury platform and use independent Planar suspension, similar to that found in the Ghost, for a magic carpet-like ride. It can automatically decouple the car's anti-roll bars to prevent a bump on one side of the car from creating a rocking motion, then recouple them and stiffen the dampers when a corner is "identified as imminent". Rear-wheel steering will also be fitted to reduce the turning circle of the 5,453mm long coupé to 12.7 metres.

Rolls-Royce is projecting a driving range of up to 320 miles from a single charge, while its 576bhp powertrain will provide a 0-60mph dash of 4.4 seconds. Spectre will be built in Goodwood, West Sussex, and signals an important new phase in the marque's plan to electrify its entire model range by 2030.

RAV4 GETS THE GR SPORT TREATMENT

The Toyota RAV4 is set to gain a GR Sport version, with more aggressive looks to attract buyers away from rivals such as the Ford Kuga ST-Line. Available in Europe from the end of the year, the RAV4 GR Sport will have improved handling and a motorsport-inspired makeover. It's expected to cost from just over £41,000.

It follows on from GR Sport versions of the Yaris, Yaris Cross, Corolla, C-HR and Hilux, so the formula has clearly proved to be popular with Toyota customers. Grey wheel arch surrounds and exterior trim are swapped for piano black items, and there are now prominent fog light bezels along with a 'G-mesh' pattern for the grille. The latter is dark silver for the hybrid model and gunmetal grey for the plug-in hybrid.

A set of 19-inch alloy wheels are fitted, which are the first to be manufactured using a new "ultra-precise line-cutting technique", with a gloss black finish and machined pinstripe detailing that's said to emphasise their five-double-spoke design. While there's no extra power for the GR Sport, the spring and damper settings have been firmed up and recalibrated to "offer a more engaging driving experience."

Inside, the Gazoo Racing-inspired model has sports front seats upholstered in a suede-effect material with synthetic leather bolsters – both of which are free from animal products. The headrests carry the GR logo and there's contrasting silver stitching for the seats, steering wheel, and gear lever, along with gunmetal trim.

Toyota's latest 12.3-inch instrument display and 10.5-inch infotainment touchscreen combination are fitted, along with Toyota's T-Mate safety and driver assistance features that add Emergency Steering Assist and an improved Pre-Collision System to its roster.

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GRANDLAND GSe IS VAUXHALL'S HOT PLUG-IN SUV

The Vauxhall Grandland GSe is set to arrive in showrooms just behind the Astra hatchback and Sports Tourer GSe to bolster Vauxhall's new electrified performance sub-brand. The SUV will go on sale in early 2023, with the first customer deliveries from next spring, and while pricing is yet to be announced, it's likely to cost from around £45,000.

Its performance comes from the same plug-in hybrid powertrain as the Astra GSe, based around a 1.6-litre turbocharged petrol engine. However, here it produces 296bhp – up from the 221bhp of the Astra – with an electric motor at both axles providing electric all-wheel drive. Acceleration is faster as a result, taking just 6.1 seconds to dispatch the 0-62mph run and with a top speed of 146mph.

Thanks to its ability to run in an all-electric mode at speeds of up to 84mph, it can also return provisional efficiency figures of up to 217.3mpg with CO_2 emissions from 29g/km. There are chassis alterations for the GSe too, which gets a different steering calibration to the regular car. Firmer springs and dampers with Koni FSD (Frequency Selective Damping) technology are fitted, for "the optimum balance between ride comfort and handling" according to Vauxhall. It's also said to improve stability under braking and at higher speeds.

Styling changes include 19-inch alloy wheels inspired by the Manta GSe concept car, a new rear bumper diffuser, GSe badging and the option of a black bonnet that contrasts with the car's paintwork. Inside, there are new Alcantara sports seats which have been designed to be comfortable and supportive.

E-TRON SUV GAINS Q8 NAME

The e-tron was Audi's first all-electric model, and now as part of its mid-life facelift, it has been rebadged Q8 e-tron, signifying its place at the top of Audi's growing range of e-tron models. It has also been given a makeover to update its styling, and new technology has been ushered in to help it go further between charges. Available in both regular SUV and Sportback body styles, the Q8 e-tron is on sale now from £67,800, with the first deliveries to UK customers from April 2023.

Badged 50 e-tron, the entry-level version has a new 95kWh battery, for a range of up to 281 miles for the SUV and 290 miles for the Sportback – up from 197 miles in the outgoing e-tron 50. The Q8 55 and SQ8 e-tron both get a larger 114kWh battery, providing a range of up to 330 miles (343 miles for the Sportback). The 50 e-tron can charge at speeds of 150kW DC, while the 55 and SQ8 e-tron see this increase to 170kW, with the latter providing a 10 to 80% charge in 31 minutes. Every version is capable of 11kW AC charging from a public AC charger or home wallbox, which can be upgraded to 22kW as an optional extra.

The 50 e-tron is powered by two motors, providing all-wheel drive and 335bhp in its boost mode. This increases to 402bhp in the 55 e-tron, and the top speed is limited to 124mph. The asynchronous rear motor has been modified, with 14 coils instead of 12 to create a stronger magnetic field for the same electricity input, producing more torque. The SQ8 e-tron gets three motors, increasing power to 496bhp and its top speed also improves slightly to 130mph. It has a single 166bhp front electric motor, along with two rear motors with 131bhp each.

Air-spring suspension is standard, with a height adjustment of up to 76mm. The tuning of the suspension and the car's electronic stability control system has been adjusted, and the steering rack is now faster, giving the Q8 e-tron greater agility. This has been bolstered with more rigid suspension bearings for the front axle to improve steering response and feedback.

Audi's latest electric design language means the Q8 e-tron has a new nose, with a 2D four-ring logo, gloss black elements, an LED light strip and new headlight graphics, with digital Matrix LED headlights for top versions. An 'orientation light' can help the driver focus on their lane while driving on the motorway or a poorly lit country lane. Changes such as new underbody wheel spoilers have also reduced the drag co-efficient of the car to 0.20 Cd.

Inside, the changes are subtle but include the greater use of recycled materials, such as trim inlays partially composed of PET bottles, which also make up 45% of the polyester fibres in Dinamica upholstery. There's a 10.1-inch touchscreen sitting above an 8.6-inch secondary screen for adjusting items like the climate control, as well as a Virtual Cockpit digital instrument panel. Luggage space is 569 litres (528 litres for the Sportback), along with an additional 62 litres of storage space provided under the bonnet.

The new Q8 e-tron is offered in a choice of Sport, S line, Black Edition and Vorsprung trim levels, with the SQ8 versions available with the two upper equipment levels. Sportback models cost £2,500 more than the regular SUV, with the most expensive SQ8 e-tron Vorsprung Sportback costing £117,000.

GRANCABRIO FOLGORE COULD BE THE FIRST ELECTRIC GT CONVERTIBLE

Maserati has released images of its forthcoming Maserati GranCabrio four-seat convertible taking to the road in Modena "for the initial stages of development testing." Based on the forthcoming Maserati GranTurismo, an all-electric Folgore-badged version is expected to feature similar pure electric technology under its skin.

It's likely to be the first electric convertible GT car on sale when it arrives, as Maserati forges ahead with its plan for each car in its range to be fully electric by 2030. The hard-top GranTurismo Folgore boasts 745bhp and in excess of 997lb ft of torque from its electric motors, giving it a 0-62mph time of 2.7 seconds. If it adopts the same powertrain unchanged, the drop-top version may be slightly slower – the GranTurismo Folgore weighs just over 2,200kg, compared with around 1,800kg for the petrol version, and the GranCabrio Folgore would likely be slightly heavier again.

Judging by Maserati's spy shot-style early photographs, the GranCabrio is an evolutionary design, despite the Folgore's radically different powertrain. It features a long bonnet for cab-rearward proportions, with its all-important Maserati grille featuring vertical bars and a large Trident badge in the centre. Small headlight clusters and LED daytime running lights are pushed out to the wings, accentuating the car's width.

The roof itself is a folding soft-top, and behind a fairly short deck lid, the rear of the car is characterised by new taillights with wide bands of narrow LEDs, along with a large bumper diffuser. A full reveal and more details for the production GranCabrio Folgore are likely to be revealed by mid-2023.

RENAULT AND GEELY TO FORM ICE SPIN-OFF BUSINESS

Renault and Chinese car giant Geely are planning to create a new company to develop internal combustion engines (ICE) and hybrid powertrains. Dubbed the 'Horse project' by Renault, the new engines could be developed at five global research and development centres and manufactured at as many as 17 production plants.

Once production is underway, the powertrains could be fitted in Renault Group and Geely brand models, including Dacia, Geely, Lynk & Co, Mitsubishi, Nissan, Proton and Volvo models. It's also likely they could act as a supplier, selling ICE engines to other manufacturers.

As part of Renault's 'Renaulution' strategic plan to transform its structure, this ICE venture would form one pillar of its business, predominantly supplying powertrains to markets including China, India, North America, and Latin America.

In Europe, Renault has committed to being 100% electric by 2030, and it refers to this division of its business as Ampere. This will employ around 10,000 people and be an "innovation-driven tech company" made up of 35% engineers, half of which will work on the software. Renault's Ampere division is committed to developing and manufacturing up to six EV models by 2030, including the recently launched Megane E-Tech and the forthcoming Renault 4, 5 and Scenic. It's targeting sales of up to one million EVs annually, and it's likely that Ampere will be floated on the Paris Stock Exchange in 2023.

SLEEK NEW TOYOTA PRIUS UNVEILED

Toyota has released details of the fifth-generation Toyota Prius, which has a sleek new design and drops Toyota's self-charging hybrid setup in favour of a plug-in hybrid powertrain. It doesn't, however, look likely that the Prius will become an all-electric rival to the Tesla Model 3. Neither will it be sold in the UK, though it will be sold in Europe. Toyota bosses cite changes in buyer habits as to the reason why the new Prius won't be sold here.

Globally the Prius is an important model for Toyota, with more than five million sold and earning Toyota a reputation as a leader in hybrid technology. The latest Prius is based on a second-generation edition of the TNGA platform, which reduces weight and improves rigidity according to Toyota. Its powertrain uses a 2.0-litre 146bhp petrol engine and a new 161bhp transaxle front motor for a combined output of 220bhp – a significant increase over the outgoing model. A 13.6kWh lithium-ion battery provides an EV range 50% higher than before, which should result in 50 to 60 miles of zero-emissions driving. The battery is also compact enough to be fitted under the rear seats, lowering the centre of gravity.

Its design is an "iconic wedge shape", with a roof that is 50mm lower than before. The "roof peak" has been moved rearwards and wheels now measure 19-inches in diameter for a more athletic stance. Unnecessary lines have been avoided to produce a clean design "inspired by the natural flow of air." The new Prius is 46mm shorter than before, but with a 50mm longer wheelbase, reducing front and rear overhangs. It's 22mm wider and has a nose design inspired by hammerhead sharks.

Inside, the Prius adopts Toyota's new "Island Architecture", with the driver getting a seven-inch digital screen sitting just beneath the windscreen to help keep their eyes on the road. There's also a large touchscreen in the centre of the dashboard for media and navigation purposes, above physical controls for the heated seats and climate controls. There's also a panoramic sunroof and a solar panel which can add around 700 miles of driving range to the Prius on an annual basis.

bZ COMPACT SUV CONCEPT COULD REPLACE C-HR

Toyota has taken the wraps off its Toyota bZ Compact SUV Concept at the 2022 Los Angeles Auto Show. The battery-electric concept hints at the future of the "Beyond Zero" brand according to the Japanese manufacturer, and it could preview a replacement for the popular C-HR.

It will use sustainable materials, deliver dynamic performance, and apply "cutting edge technologies", and boast stylish looks, says Toyota. The concept has wheels pushed out to the corners, suggesting a stretched wheelbase for improved passenger space. It also lends its short overhangs to a planted look, while a low roofline provides an "agile, low-drag appearance."

The interior is minimalist and features mostly straight horizontal lines. Behind a yoke steering wheel sits a driver's display, while a tablet-style infotainment screen perches on top of a very slender dashboard with no physical buttons. These screens are curved vertically, so they appear to follow the form of the top of the fascia. The gear selector sits in a floating console beneath this, while a large cubby is positioned between the driver and passenger. Its seating is made from plant-based and recycled materials and an in-car personal assistant "connects driver and passenger with the vehicle" with the aid of interactive ambient lighting.

While nothing has been confirmed at this stage, it's likely a production version of the C-HR replacement would sit on the e-TNGA platform. It will be a key model for Toyota – the C-HR is one of the brand's biggest-selling models in Europe – so it's vital Toyota's all-electric compact SUV strikes a chord with buyers as the manufacturer looks to rapidly expand its electric bZ range.

FREE ROAD TAX SCRAPPED FOR EVS FROM 2025

Electric vehicle owners will be required to pay vehicle excise duty (VED) from 2025, Chancellor of the Exchequer Jeremy Hunt announced during his Autumn Budget. VED exemption has long been a perk to help encourage drivers to switch from internal combustion engine models to electric cars.

Hunt said, "Because the OBR (Office for Budget Responsibility) forecasts half of all new vehicles will be electric by 2025, to make our motoring tax system fairer, I've decided that from then, electric vehicles will no longer be exempt from vehicle excise duty."

Owners of EVs registered between 1 April 2017 and 31 March 2025 will pay the standard rate of tax from 2025, currently £165 annually. Cars registered between 1 March 2001 and 30 March 2017 with zero and low emissions which currently sit in tax band A will move to band B, currently costing £20 per year.

New electric vehicles sold from April 2025 will pay the lowest rate (£10) in the first year, before moving to the standard rate, currently £165 per annum. Exemption from the expensive car tax for vehicles costing more than £40,000 – which currently costs £335 extra in years two to six following purchase – will also be scrapped for EVs from 2025, meaning that an annual tax rate of £500 will apply, based on current charges. That'll be a bitter blow to Tesla owners and buyers of pricier EVs.

Company car drivers who have adopted electric cars will also be faced with Benefit-in-Kind (BiK) increases. The band for EVs and vehicles emitting less than 75g/km of CO_2 will increase by 1% in 2025-26, 2026-27, 2027-28 up to 5% for EVs and 21% for low-emissions cars.

Ford UK described the move as "short-sighted", with chairman Tim Slatter stating: "Unfortunately, today's announcement by the government to impose VED for electric vehicles from 2025 is a short-sighted move. We are still many years from the 'tipping point' when electric vehicles will reach cost parity with petrol and diesel vehicles. Until then, we should be incentivising customers to make the greener choice."

Meanwhile, Nicholas Lyes, head of policy at the RAC, said: "After many years of paying no car tax at all, it's probably fair the Government gets owners of electric vehicles to start contributing to the upkeep of major roads from 2025. "While vehicle excise duty rates are unlikely to be a defining reason for vehicle choice, we believe a first year zero-VED rate benefit should have been retained as a partial incentive. But we don't expect this tax change to have much of an effect on dampening down the demand for electric vehicles given the many other cost benefits of running one."

FORD KUGA FACELIFT SCOOPED BY US VERSION

It looks like the Ford Kuga is set to receive a thorough makeover, because images have already been released for the next US-market version of the medium SUV. Following Ford's decision to axe the Ford Fiesta and go all-in on SUVs, it would make sense to keep its popular Kuga as fresh and up to date as possible. If the new look is adopted, expect its debut in Europe in early 2024, with hybrid versions costing from around £40,000.

If the Kuga follows the Escape's facelift, it will also gain a larger 13.2-inch central touchscreen. As well as being better to look at, this should also feature Ford's latest Sync4 software, which has already made its debut in the Mustang Mach-E and Focus. Expect digital instruments behind the steering wheel too, although this 12.3-inch display may be carried over from the existing model.

Badged Ford Escape in the US, the revitalised model has a new grille with Ford's Blue Oval roundel taking pride of place in its centre, following in the tracks of the Fiesta and Focus. The grille is also slightly narrower than before, and it's flanked by slim LED headlights that are now joined by a strip of white light, for a similar aesthetic to VW's ID. range of EV models.

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MOTORING
MORSELS

The **Government** is considering introducing penalty points for drivers caught not wearing a seatbelt. Official figures show that a third of all occupant fatalities occurred when not wearing a seatbelt.

A **Hyundai** Tucson N-Line has become the 4 millionth car to roll off the production line at the company's Nošovice factory. The plant opened in 2008 and 70% of the cars built there have been the Tucson.

Despite challenges in the industry, like parts shortages, **Hyundai** increased the production line speed in April of this year at the Nošovice factory in the Czech Republic, rising from 57 to 65 cars per hour.

Thierry Bolloré has stepped down as Chief Executive Officer of **Jaguar Land Rover**, effective at the end of this year. Citing personal reasons for his departure, Adrian Mardell will take over in the interim.

Kia has started building a new dedicated electric vehicle and battery plant near to Savannah, Georgia, USA. Production will begin in the first half of 2025, with 8,100 jobs to be created at the new site.

Polestar is celebrating delivery of its 10,000th car worldwide, since the first vehicle was produced in 2019. In the UK, the 2 had its best month in October 2022, with 1,069 examples registered in one month.

According to figures by the **Society of Motor Manufacturers and Traders**, used car sales were down by 12.2% in quarter 3 of 2022, with 1,785,447 cars changing hands. It follows a similar downturn in quarter 2.

The **Society of Motor Manufacturers and Traders** figures reveal that while used electric vehicle sales are up 44.1% and hybrids rose by 2.5%, plug-in hybrids fell by 5.8% during quarter 3 of 2022.

Spoticar, the approved used vehicle programme from **Stellantis**, covering the **Vauxhall**, **Peugeot**, **Citroën**, **Fiat**, **Jeep** and **Abarth** brands, now offers prices that include delivery to the customer's home.

From 1st November, supermarket giant **Tesco** began charging customers for using its charge points at a rate of 28p/kWh for the 7kW connections, 40p for the 22kW and 50p for the 50kW rapid chargers.

The **Tesla** Cybertruck isn't expected to reach full production until late 2023, following an announcement by CEO Elon Musk that early build of the stainless-steel truck will begin in mid-2023.

The **Tokyo motor show** is set to evolve when it returns in 2023, becoming the Japan Mobility Show. The show with its broader remit is hoping to attract 1 million visitors from 25th October to 5th November 2023.

Despite confirming that the Corolla Cross would reach UK showrooms in the second half of 2022, **Toyota** has performed a U-turn and will now not be importing the car into the UK.

Interestingly though, the **Toyota** Corolla Cross may not be sold in the UK, but it is available in Ireland, as well as in Europe. It features the 2.0-litre hybrid drivetrain from the Corolla hatchback.

REFUELLING COSTS

UK	DIESEL PRICES			PETROL PRICES		
1 ABERDEEN	Esso	180.9P	▲ 2.2p	ASDA	158.7P	▲ 1p
2 ABERYSTWYTH	✿	187.9P	▲ 4p	TEXACO	169.9P	▲ 2p
3 BELFAST	TESCO	179.9P	▲ 5p	TEXACO	157.9P	▲ 1p
4 BIRMINGHAM	TESCO	179.9P	▲ 2p	TEXACO	157.9P	▲ 2.2p
5 CARDIFF	ASDA	183.7P	▲ 3p	MORRISONS	160.7P	▲ 1p
6 DOVER	JET	189.7P	▲ 8.8p	Gulf	166.9P	▲ 3.2p
7 EDINBURGH	ASDA	185.7P	▲ 5.8p	TESCO	161.9P	▲ 2p
8 GLASGOW	MORRISONS	181.7P	▲ 4p	✿	159.9P	▲ 2.2p
9 LINCOLN	JET	184.7P	▲ 4.8p	✿	166.9P	▲ 2.2p
10 LONDON	TESCO	181.9P	▲ 4.2p	TESCO	159.9P	▲ 3p
11 MANCHESTER	TESCO	180.9P	▲ 5p	Esso	158.9P	▲ 2p
12 MILTON KEYNES	✿	187.9P	▲ 8p	Esso	167.9P	▲ 5p
13 NEWCASTLE UPON TYNE	MORRISONS	183.7P	▲ 4p	MORRISONS	160.7P	▲ 4p
14 NORWICH	ASDA	183.7P	▲ 3.8p	Esso	163.9P	●
15 PLYMOUTH	Esso	186.9P	▲ 6.2p	ASDA	162.7P	▲ 2.8p
16 PORTSMOUTH	TESCO	183.9P	▲ 4p	✿	161.9P	▲ 2.2p
17 RYDE (ISLE OF WIGHT)	MORRISONS	183.7P	▲ 3.8p	✿	163.9P	▲ 3p
18 SOUTHEND-ON-SEA	JET	183.7P	▲ 3p	JET	152.7P	▼ 0.2p
19 SWINDON	🐚	188.9P	▲ 8p	🐚	164.9P	▲ 3p
20 YORK	MORRISONS	183.7P	▲ 5.8p	Esso	166.9P	▲ 4p

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BEYOND THE UK

AVERAGE PRICE	DIESEL PER LITRE		PETROL PER LITRE	
BELGIUM	£1.82	▲	£1.67	▲
FRANCE	£1.61	▼	£1.48	▲
GERMANY	£1.88	▲	£1.78	▲
IRELAND	£1.74	▲	£1.55	▲
ITALY	£1.62	▼	£1.49	▲
NETHERLANDS	£1.91	●	£1.89	▲
POLAND	£1.47	▲	£1.22	▲
PORTUGAL	£1.70	●	£1.63	▼
SPAIN	£1.70	▲	£1.55	▲
SWEDEN	£2.19	▼	£1.70	▼
SWITZERLAND	£1.98	▲	£1.69	▼
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TESTED THIS ISSUE

FIRST UK TEST

032
BMW
3 SERIES

FIRST TEST

034
NISSAN X-TRAIL

FIRST UK TEST

036
CITROËN C5 AIRCROSS

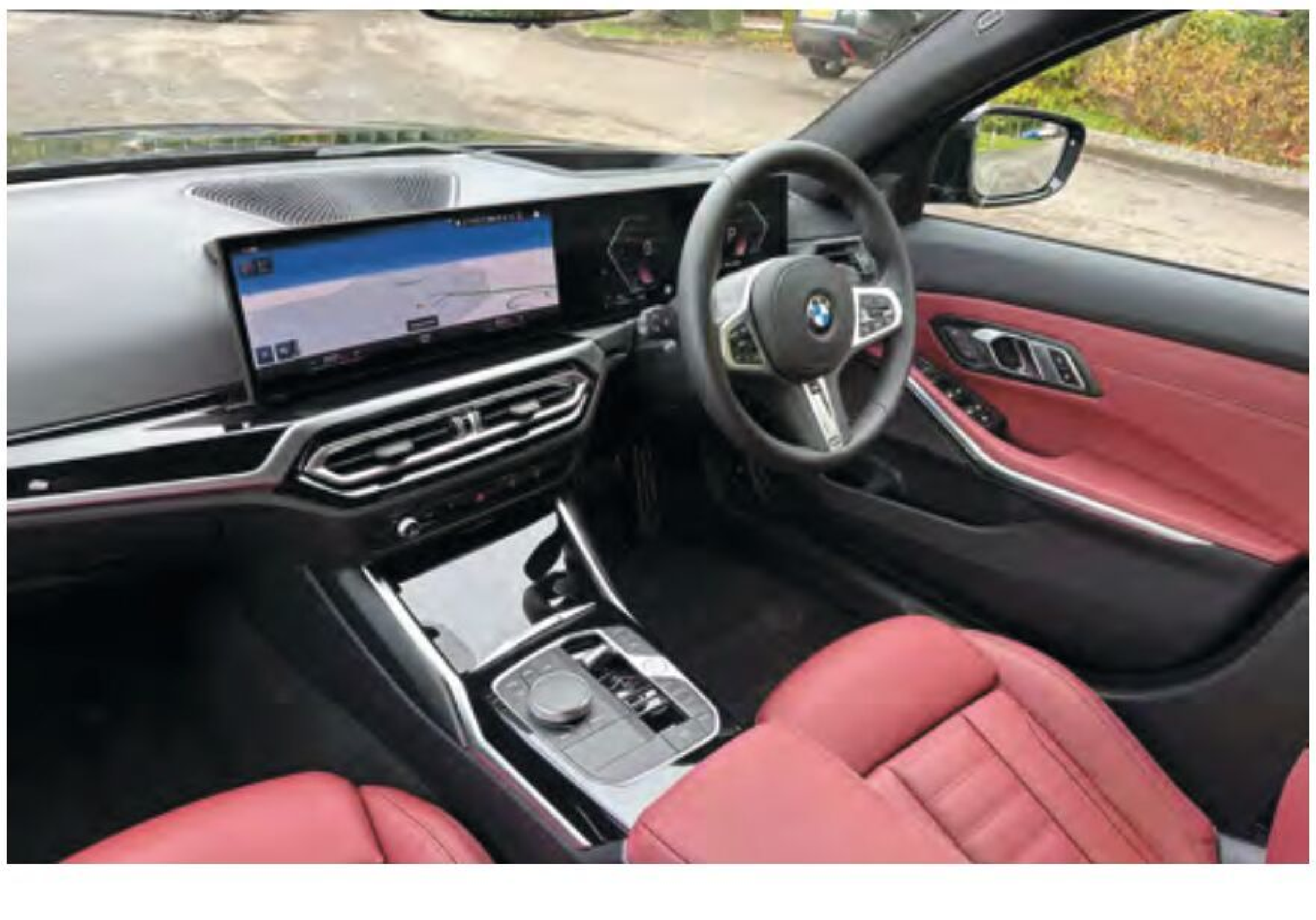
FIRST UK TEST

038
VOLKSWAGEN ID.5

BMW 3 SERIES

When it came to facelift time, BMW engineers and designers must have had a huge dilemma. How do you improve on a winning formula? The ultimate driving machine is a perfectly apt phrase and is certainly more than marketing spin. The combination of an engaging driving experience, rear-wheel drive chassis and an interior that is focused on the driver ensures that no matter how short the journey, you get out of the car with a smile plastered across your face.

A BMW enthusiast will be able to reel off all of the changes to the exterior of the latest 3 Series, but to most bystanders, it looks similar to before. Sure, the LED headlights have gone on a diet and are a little slimmer, and there's a revised central air intake, with a hexagonal and honeycomb pattern to give a more dynamic appearance, while the traditional kidney grille has been revised with double bars, and for M Sport models, as tested, there's chrome accents. There's also revised alloy wheels to deliver enhanced sporty overtones, while at the rear there's been revisions to the rear apron. But the more comprehensive changes have been reserved for the cabin, where the designers have thrown away the previous design and introduced a widescreen display, inspired by the iX SUV. An instrument display of 12.3-inches is combined with a 14.9-inch touchscreen to deliver a seamless single unit. The air vents stacked underneath are now slimmer and more aesthetically pleasing, and the switchgear has been minimised, with many of the functions integrated into the touchscreen. And while we usually bemoan this kind of thing, BMW has clearly been watching its rivals and learning from their mistakes, as it really is child's play to operate. Someone new to the controls will be up and running in seconds.



The 188bhp 2.0-litre diesel engine in the 320d is a carryover from the previous model, and that's just great with us, as it's a stonkingly good powerplant. It features 48-volt mild hybrid technology that delivers an additional 11bhp. There's strong performance off the line and squeeze the throttle for an overtake and you'll be pleased with the amount of pace on offer. The eight-speed automatic transmission swaps cogs effortlessly, and there's the option of using the paddleshifts behind the steering wheel if you feel like helping out, while three driving modes – Sport, Comfort and Eco Pro – allow you to fine tune the way the car performs. You can feel the brake regeneration system working away subtly in the background, feeding the harnessed energy back into the drivetrain when required. The

four-cylinder diesel engine is quiet, the road, tyre and wind noise neatly dialled out, and while the ride comfort is on the sporty side, it's remarkably pliant, soaking up the worst of the bumps. The steering is agile, responsive, and entertaining, whether it be at a walking pace in a car park, or on a fast back road. The rear-drive chassis helps to deliver fluid-like handling through the bends, with excellent body control, and a grippy chassis. xDrive four-wheel drive is available as an optional extra for an additional £1,250, which is a bit of a bargain if you need the peace of mind of all paw traction when the wintry weather hits.

While our test car came with distinctive red leather upholstery, there are much more subtle shades on offer, however, we think the bright scheme really works. We're very fond of the curved instrument display that is a combined 27.2-inches wide, and combines well with the upmarket, quality trappings that are an essential part of 3 Series ownership. From the silver embellishments to the dashboard and air vents to the burred wheel for the volume control, it's all high quality stuff. The subtle toggle switch that passes for a gear selector is much more user friendly than a traditional gearstick, and frees up space on the central console. There's a rotary dial to control the main display, or you can operate it by touch if you desire. The chunky steering wheel is beautiful to hold and there's handy shortcuts assembled on the wheel so that you don't have to take your hands off the wheel. While there's lots of headroom up front and the snug driving position provides plenty of space, even for the chunkiest of occupants, things are a little bit more limited in the back. Legroom in particular is best described as adequate, especially if you've got tall occupants sat in the front seats. Move to the business end and there's 500 litres of carrying capacity with a low loading sill, and this can be extended further by tumbling the rear seats down flat, opening the space up to 1,510 litres. As a towing machine, the 320d makes a good case for itself, too, with the ability to haul a load of up to 1,800kg.

The updated 3 Series is available to order now, with a range that has been slimmed down compared to before. Gone are the SE models, with just Sport, M Sport and M340d versions remaining. And it's a similar story for the engine range, with both 318d and 330d iterations biting the dust, leaving just the 320d and M340d versions to remain. We think that's a shame, as for a long time the 330d has been the sweet spot in the line-up.

Ian Robertson

FACTS & FIGURES

On sale Now **In showrooms** Now
List prices £40,600 to £56,095
Bodystyles 4-door saloon and 5-door estate
Powerplants 2.0 diesel automatic (188bhp), 3.0 diesel automatic (335bhp)
Trim levels Sport, M Sport
Also consider Audi A4, Mercedes-Benz C-Class

Version tested 320d M Sport Touring Automatic
Price £43,540
Built in Regensburg, Germany
Codename G20 (Saloon) G21 (Touring)
Generation 7 Facelift
Platform CLAR
Bodystyle 5-door estate, 5-seats
Layout Rear-wheel drive
Powerplant 1,995cc, 4-cylinder, 16-valve, turbo diesel with 48-volt mild hybrid technology and stop-start
Gearbox 8-speed automatic
Max power (engine) 188bhp @ 4,000rpm
Max power (mild hybrid) 11bhp
Max torque 295b ft @ 1,750-2,500rpm
Top speed 143mph
0-62mph 7.2secs
CO_2 emissions 133g/km
Economy (combined) 55.4mpg
Fuel tank 59 litres
Range 719 miles
Insurance group 31
BIK rate (2022/2023 tax year) 31%
Size (length/width with mirrors) 4,713/2,068mm
Boot space (min/max) 500/1,510 litres
Kerb/maximum towing weight 1,710/1,800kg
Euro NCAP rating ★★★★★
Spare wheel (Full-size/spacesaver/run-flat/self-sealing/repair kit) No/no/no/no/yes
Warranty 3 years/Unlimited miles

Verdict It's the accomplished driver's car that it has always been, while enhancements to the cabin elevate the package even further. We reckon it's still the best compact executive car on the market.
Rating ■■■■■■■■■□ 9/10

NISSAN X-TRAIL

The MPV is dead! That's what Nissan says, at the same time as acknowledging that some people do need seven seats in their car. Its solution is the new X-Trail, the fourth generation of the rugged SUV that's found 140,000 buyers in the UK over the last 20 years.

Nissan has toughened up the styling for this latest model, although there's still an element of enlarged Qashqai about the aesthetics. It's a good-looking car – especially in the Champagne silver metallic paint in which our test model was presented – with an upright front and dramatic LED lighting giving way to a boxy, but stylish and modern body.

What's even more modern is the drivetrain. Gone is the traditional diesel engine, replaced by a 1.5-litre petrol unit backed up with electricity. The entry-level to the range adds some mild hybrid power to the front-wheel drive setup, but we're in the more powerful e-Power e-4orce model with two electric motors and four-wheel-drive. e-Power is far more than just another hybrid system. We've already seen it in the Qashqai, and it works just the same here; the petrol engine works as a generator, creating electricity stored in a 2.1kWh battery pack. That then feeds the electric motors that drive the car. At no point does the engine drive the wheels, giving the X-Trail something of an electric car sensation, while also mitigating any range anxiety issues.

Only 'something' of that sensation, though. While there's the promise of EV-like instant power and smooth responses, the illusion can be easily shattered. Gently bimbling around the city is delightful, with that EV surge of torque available and the engine genuinely inaudible in the cabin. Move outside of the urban sprawl to something more demanding – accelerating onto a motorway or even just a long hill – and the petrol generator revs up, making a rather unpleasant noise and reminding everybody that you're not quite as eco-conscious as you might appear.

That's true when you look at the economy, too. Officially, 42.2mpg is on the cards, and we ended up with an average of 39.2mpg after hundreds of miles of mixed roads, which is no improvement over the old diesel-powered model. In the X-Trail's defence, the journey included a lengthy section of forest track – where economy wasn't a consideration – which the SUV coped with admirably. Even on 20-inch wheels, the soft suspension absorbed most of the ruts, bumps and tree branches lying around on the ground. It proved its rugged capabilities further at an off-road centre, where we took the X-Trail around a reasonably demanding course. It wasn't anything that would have any off-roader breaking into a sweat, but it's a fair bet that it was

K EO 9405
X-TRAIL

beyond what 99% of X-Trail buyers would ever subject their vehicle to.

As capable as it is, it's better on the road than off it. The twin electric motors have a party trick that improves the ride quality, as well as offering potent performance. By automatically adjusting power delivery and regenerative braking levels between the front and rear motors, the computers can minimise pitching in the car, keeping it level even under hard braking. That keeps the cabin comfortable, which now has a stylish, if not exactly ground-breaking, design. It's taken inspiration from the latest Qashqai, with plenty of black plastics. Still, it's lifted by metallic highlights and some wonderful, but optional, tan leather. It's not expected to be popular in the UK, where we'll stick with black or grey trim, but I'd encourage buyers to consider splashing out. Top-specification models also get diamond-stitched upholstery, with laser-guided stitching.

The driver gets a 12.3-inch display instead of a traditional instrument cluster, which is clear and reasonably customisable, with a head-up display floating above. This is large, crisp and provides useful rather than overwhelming levels of information. The centre console gets another 12.3-inch infotainment screen, but Nissan has resisted the temptation to shoehorn every option onto the screen. That means there are still physical buttons for the climate control and a rotary knob for the radio volume.

Front passengers get plenty of space, as you would expect given the size of the car, with delightfully comfortable seats. Those in the rear chairs are also well looked after, with a bench that slides back and forth by as much as 22cm, creating huge amounts of legroom. Of course, slide it back, and the boot shrinks, but there's 575 litres of space to start with, leaving plenty spare.

Nissan is keen to remind buyers that a seven-seat option is available. The third row of seats is hidden under the boot floor and pops up easily with the tug of a fabric strap, but there's not much space once they're up. Nissan claims they're fine for kids up to 1.6 metres tall. After folding all 1.8 metres of me in there, that seems about right. Access is relatively easy, with seats that fold and slide forward, and rear doors that open to 85 degrees. That'll also be a boon for parents struggling with child seats. As a seven-seater, it's perhaps a little less convincing than a dedicated (and old-fashioned) MPV, but as transport for a family needing to carry occasional extra guests, load a boot with kit for football practice, and head off to forests or parks for a weekend camping, the X-Trail makes a compelling, high-quality, capable argument.

Phil Huff

FACTS & FIGURES

On sale Now **In showrooms** Now
Prices £36,140 to £48,155
Bodystyles 5-door SUV
Engines 1.5 petrol hybrid (201bhp and 209bhp)
Trim levels
Acenta Premium, N-Connecta, Tekna, Tekna+
Also consider
Hyundai Santa Fe Hybrid, Kia Sorento Hybrid

Model tested Tekna+ e-Power e-4orce 4WD Automatic (7-seats)
Price £48,155 **Built in** Fukuoka, Japan
Codename T33
Platform Renault-Nissan Alliance CMF-C
Bodystyle 5-door SUV, 7-seats
Layout Four-wheel-drive
Powerplant 1.5-litre petrol hybrid
Transmission 1-speed automatic
Max power (engine) 209bhp
Max power (electric motor) 209bhp
Max power (combined) 209bhp
Max torque (engine) 387lb ft
Max torque (electric motor) 387lb ft
Max torque (combined) 387lb ft
Top speed 111mph **0-62mph** 7.2secs
CO_2 emissions 152g/km
Economy (combined) 42.2mpg
Fuel tank 55 litres **Range** 511 miles
Insurance 31
BIK rate (2022/2023 tax year) 37%
Size (length/width with mirrors)
4,680/2,065mm
Boot space (min/max)
485-575 litres/1,298-1,396 litres
Kerb/max towing weight 1,886/1,650kg
Euro NCAP rating Not yet tested
Spare wheel (Full-size/spacesaver/run-flat/self-sealing/repair kit) No/no/no/no/yes
Warranty 3 years/60,000 miles

Verdict A comfortable cruiser, the latest X-Trail also offers family flexibility, off-road capability and (mostly) refinement. Not a game changer and not that economical, but a strong offering in the large SUV segment.
Rating ■■■■■■■■□□ 8/10

CITROËN C5 AIRCROSS

Three-and-a-half years on from the launch of the C5 Aircross, Citroën has wheeled out a facelifted edition of the SUV. And it's a clever update, as it looks quite different from the front, adopting a fresh version of the French firm's wavy grille design, incorporating the double chevrons. Of course, the design was created before Citroën revealed its very latest, more simplistic branding in September, and it's unlikely to feature it until the C5 Aircross is replaced, sometime in 2024 or perhaps 2025.

Other changes include more angular LED rear light clusters and a revised cabin that introduces updated seating incorporating what Citroën calls Advanced Comfort Seats. That's high-density foam and a 15 millimetres slice of memory foam to you and I, which really ramps up the comfort levels. There's a new 12.3-inch digital display for the instruments and a more prominently placed 10-inch central touchscreen that is mounted higher up, alongside repositioned air vents and handily placed shortcut buttons. Instead of the joystick-like gear selector in the old car, there's a smarter toggle switch-like affair, and pleasingly, Citroën has separated out the heating and ventilation controls from the touchscreen. The changes inside are particularly welcomed and have enhanced usability.

The diesel powertrain is carried over unchanged, with the BlueHDi 130 engine delivering sufficient muscle around town and decent overtaking power on the open road. The eight-speed automatic transmission is smooth enough and the driver has the ability to fine tune the driving experience thanks to a trio of settings named Sport, Normal and Eco. A six-speed manual option is available, too. Comfort is what the C5 Aircross is all about, and while it doesn't have the pin sharp steering of the Ford Kuga and Volkswagen Tiguan, it's pleasingly manoeuvrable with decent responses from the large flat-bottomed steering wheel. There's very little in the way of body lean when cornering and the overall ambience is of a planted and

well-mannered SUV. Thanks to the car's progressive hydraulic cushions, the ride is more comfortable than many of its rivals, though don't go expecting a magic carpet-like ride. Sure, it's brilliant over speed humps and undulations, but you'll still feel some of the larger lumps and bumps that particularly bad UK roads can serve up.

The ushering in of a reprofiled cabin coincides with a general uplift in the quality of the interior mouldings, even if the door panels are still resolutely hard. The driving position is command-like, with excellent comfort levels afforded by the revised seating and Alcantara and faux leather upholstery. There's excellent headroom both front and rear, and back seat occupants will have plentiful leg and knee space. Wide opening rear doors make it particularly easy to get in and out, especially if you're loading kids into child seats. The C5 Aircross is still one of the only cars in the sector to offer three individually sliding rear seats, so you can balance between cargo carrying capacity and legroom. With the seats fully forward there's 720 litres of carrying capacity, while sliding them back reduces that to 580 litres. Tumble the rear seats down flat and it opens up to 1,630 litres, as well as there being lots of additional underfloor storage. Oddment space is well catered for with a huge area underneath the central armrest that opens up in a butterfly-like arrangement. There's also large door pockets, a pair of cupholders and a tray ahead of the gear selector, as well as a cubby to the side. These more than make up for the tiny glovebox, on account of the intrusion from the fuse box.

With a price tag starting at £27,930 for the diesel versions, this represents somewhat of a bargain compared to its rivals. All of the C5 Aircross' competitors are at least £1,000 more than the family-sized Citroën and don't offer anywhere near the same level of standard equipment.

Ian Robertson

FACTS & FIGURES

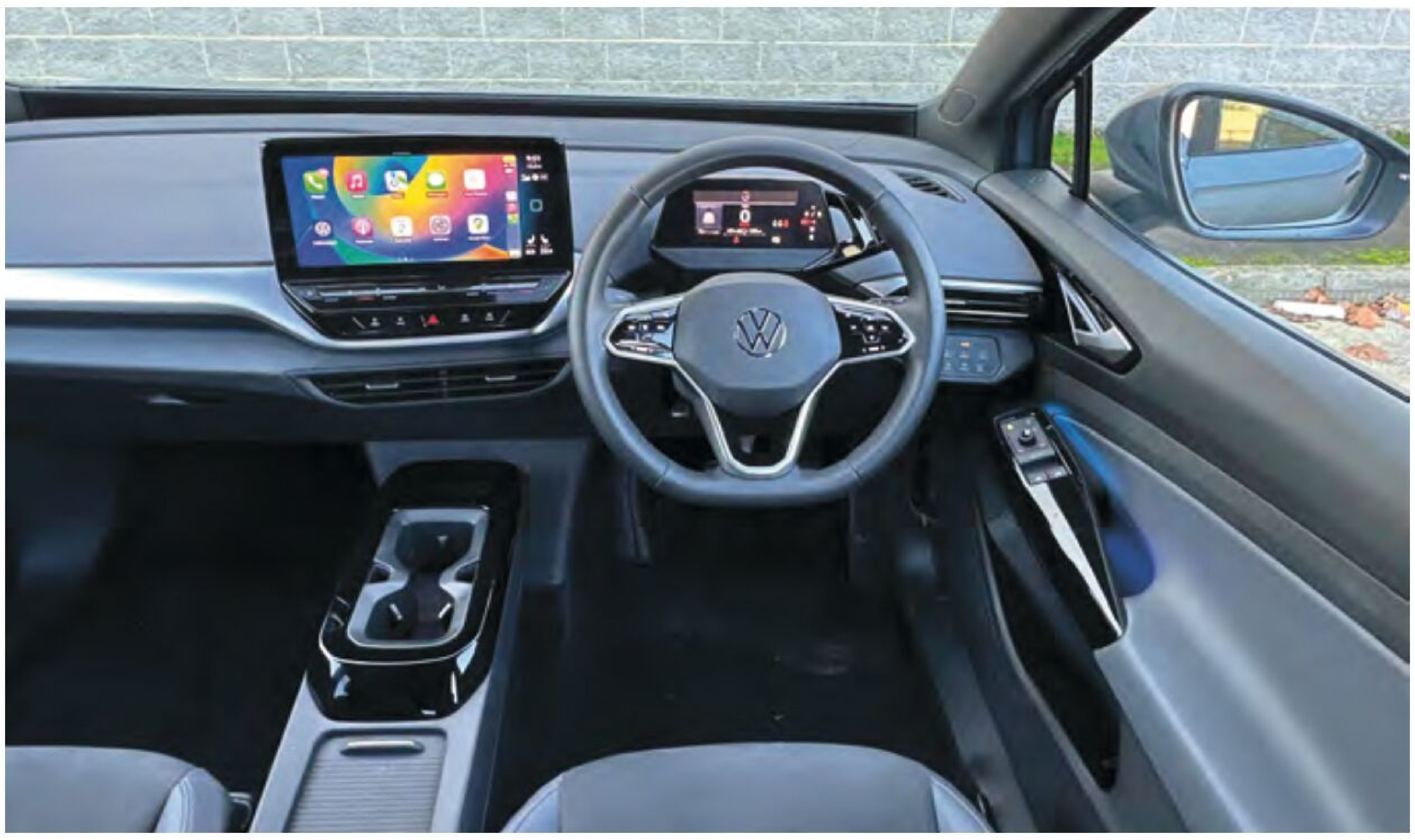
On sale Now
In showrooms Now
List prices £27,930 to £33,140
Bodystyles 5-door SUV
Powerplants
1.5 diesel manual and automatic (129bhp)
Trim levels Shine, Shine Plus, C-Series Edition
Also consider
Peugeot 3008, Volkswagen Tiguan

Version tested Shine BlueHDi 130 Automatic
Price £30,700
Built in Rennes, France
Codename C84
Generation 1 Facelift
Platform EMP2
Bodystyle 5-door SUV, 5-seats
Layout Front-wheel drive
Powerplant 1,499cc, 4-cylinder, 16-valve, turbo diesel with stop-start
Gearbox 8-speed automatic
Max power 129bhp @ 3,750rpm
Max torque 221b ft @ 1,750rpm
Top speed 117mph
0-62mph 10.6secs
CO_2 emissions 136g/km
Economy (combined) 57.8mpg
Fuel tank 53 litres
Range 674 miles
Insurance group 19
BIK rate (2022/2023 tax year) 32%
Size (length/width with mirrors)
4,500/2,099mm
Boot space (min/max) 580-720/1,630 litres
Kerb/maximum towing weight 1,492/1,250kg
Euro NCAP rating ★★★★
Spare wheel (Full-size/spacesaver/run-flat/self-sealing/repair kit) No/no/no/no/yes
Warranty 3 years/60,000 miles
Verdict The latest C5 Aircross delivers significant improvements to the roomy SUV, particularly inside. And when you factor in the price tag, it represents one of the few bargains in the medium SUV segment.
Rating ■■■■■■■■□□ 8/10

VOLKSWAGEN ID.5

The launch of the ID.5 follows the successful introduction of the medium-sized ID.3 and the SUV-esque ID.4. Billed as a style-conscious model that uses the ID.4 as its basis, the ID.5 arrives at Volkswagen showrooms just before the Bulli-inspired ID. Buzz blazes a trail. You may remember the ID. Crozz concept from 2017, and this newcomer stays pretty faithful to the show car. It's been available to order since January, with the first customers taking delivery of their cars this autumn. Featuring a long wheelbase, Volkswagen claims that it offers the same kind of space as an SUV from the class above. But with the entry-level model costing more than £50k, it's certainly not cheap.

Here we test what is expected to be the most popular powertrain, combining a 172bhp electric motor with a 77kWh battery pack. Boasting a driving range of up to 327 miles, it's the ID.5 model that can travel the furthest on a single charge. Using a 7.2kW home charger, it'll take 12 hours 40 minutes to replenish the battery pack to 100%, while at a motorway services it will take just 29 minutes when utilising a 135kW rapid charger. While that's a lot longer than filling up with a tank of diesel, by the time you've had a comfort break, a wander around WHSmiths, and grabbed a bite to eat, the ID.5 will be close to 80% full. And while home charging an electric car still offers a saving compared to a litre of petrol or diesel, especially if you're on a dedicated EV electricity tariff, rapid charging on the move is an expensive business and the gap has narrowed somewhat.



While the ID.5 conveys the same interior spirit as its two smaller brothers, somehow it feels marginally better quality, with denser materials and a plusher feel. Golf Mk7 owners will still be shocked at how much better their car feels, though, despite being several years old. Scrabble around and you'll find some budget materials used in the lower dashboard mouldings and the electric window switch feels very fiddly, but there are some aspects of the design that is done very well. Like the way that the drive selector is integrated with the small screen behind

the steering wheel. It's a neat way of freeing up space in the centre console for a pair of cupholders and extra storage beneath a roller blind. The piano black surfaces are a dust magnet, and you'll want to keep a cloth close by. We're still frustrated by the infotainment screen that offers a poor level of user friendliness. It would be nice if the shortcut slider controls lit up at night, and you have to find discover them by feel. Often, you'll change a setting when all you want to do is steady your hand when pressing the touchscreen. Anyone new to the ID.5 will need a crash course on the ventilation system, as it isn't an easy nut to crack, with the functionality buried in a series of menus.

What is notable is the amount of space on offer, with excellent head and legroom both front and rear. The boot is a generous size with 549 litres with the seats in the usual upright position, though tumbling them forward opens the space to 1,561 litres. It's a shame that the seats don't fold down flat though, and like most SUVs, there's an elevated sill to haul your luggage over. Storing items inside the car and there's large door pockets, extra space in a cubby underneath a roller blind, a pair of cupholders, but a small glovebox. There's also additional space underneath the central stack, making it really practical.

There's decent zip off the line, which appears contrary to the on-paper figures, which suggests a rather pedestrian time of 10.4 seconds to get to 62mph. It feels quicker than that, with strong overtaking pull. Maybe it's the serenity of the drivetrain that amplifies the performance, but we can assure you that you won't be disappointed. Choose 'B' on the gear selector and this gives you maximum brake regeneration, so much so that you can usefully drive it just with one pedal. Three further driving modes of Eco, Comfort and Individual allow you to fine tune the ID.5's behaviour even further. The steering is responsive enough, even if there isn't a huge amount of feel, and while there's some body lean when cornering, the chassis feels grippy, planted and secure, even though drive is sent to the rear wheels. Ride comfort is generally good, though it can become jittery over bumpier roads and poorer surfaces.

Of all the ID. models so far, the ID.5 feels the most impressive yet. What is disappointing is that Volkswagen appears to have taken a backward step in terms of quality, after reaching a pinnacle with the Golf 7. It smacks of being created by the bean counters rather than enthusiasts, and that's not very VW. Let's hope that with every new incarnation of the ID. series they get better and better. We can't wait to get behind the wheel of the ID. Buzz.

FACTS & FIGURES

On sale Now
In showrooms Now
List prices £50,625 to £59,110
Bodystyles 5-door SUV
Powerplants
Electric automatic (172, 201, 295bhp)
Trim levels Style, Tech, Max, GTX Style
Also consider Skoda Enyaq iV, Toyota bZ4X

Version tested Style Pro Automatic
Price £50,625
Built in Zwickau, Germany
Codename Unknown
Generation 1
Platform MEB
Bodystyle 5-door SUV, 5-seats
Layout Rear-wheel drive
Powerplant Electric motor and 77kWh lithium-ion battery pack
Gearbox 1-speed automatic
Max power 172bhp
Max torque 229lb ft
Top speed 100mph
0-62mph 10.4secs
CO_2 emissions 0g/km
Range (combined) 327 miles
Recharge time (7.2kW/11kW/135kW) 12 hours 40 minutes/7 hours 30 minutes/29 minutes
Insurance group 27
BIK rate (2022/2023 tax year) 2%
Size (length/width without mirrors) 4,599/1,852mm
Boot space (min/max) 549/1,561 litres
Kerb/maximum towing weight 2,117/1,000kg
Euro NCAP rating ★★★★★
Spare wheel (Full-size/spacesaver/run-flat/self-sealing/repair kit) No/no/no/no/yes
Warranty 3 years/60,000 miles
Warranty 8 years/100,000 miles

Verdict It's an ID.4 in a fancy suit, but costs £2,750 more. It's roomy, though, has decent equipment levels, and has a range of 327 miles.
Rating ■■■■■■■□□□ 7/10

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CITROËN e-C4

ALEX GRANT

VOLVO V90 CROSS COUNTRY

ANDY GOODWIN

KIA NIRO HYBRID

IAN ROBERTSON

SUZUKI SWIFT SPORT

TYLER HEATLEY

SKODA SCALA

RICHARD HESELTINE

CUPRA BORN

KEITH WR JONES

VAUXHALL GRANDLAND

SIMON THOMPSON

PEUGEOT e-RIFTER

SIMON HACKER

MAZDA CX-5

DAVID WILLIAMS

ON ORDER & ARRIVING SOON:

SEAT ATECA

FIRST D&EC REPORT

MILEAGE 345

CITROËN ë-C4

SENSE

IT'S AMONG THE MOST AFFORDABLE ROUTES TO ELECTRIC FAMILY MOTORING, BUT DOES THE ë-C4 STACK UP AGAINST FORMIDABLE NEW RIVALS? ALEX GRANT WILL BE FINDING OUT.

Going against the grain is a double-edged sword in Europe's competitive, and often risk-averse C-segment. A difficult balance between blending into the background and doing something noteworthy that actually works, Citroën is developing a decent track record. Having slipped into competent mediocrity with the old C4 hatch, the C4 Cactus was a refreshing step away from the herd and the latest C4 has followed suit.

If the Cactus's rugged simplicity drew parallels with the 2CV, then the latest C4 is aligned more with the GS of the 1970s and 80s. It's become a streamlined fastback with a flat 'Kamm-tail' rear end, still clad in vestigial Airbump panels and focused more on comfort than organ-churning laps of the Nürburgring. Importantly, though, it gets the broadest choice of fuel options Citroën has ever offered in this class – petrol, diesel and the electric ë-C4 – each defined by some impressive value for money.

The root of that financial frugality is the sum of its parts. My mechanically observant six-year-old spotted that it has one less wheel bolt than our hard-working C4 SpaceTourer, despite being a similar size. That's one of a few visual giveaways that the C4 hatch has more in common with smaller cars in the Stellantis line-up – such as the Peugeot 208 and Vauxhall Corsa – than its seemingly more natural competitors, like the 308 and Astra.

There is a slight downside. The ë-C4 shares its powertrain with the e-208 and Corsa Electric, using a 50kWh battery and 134bhp motor, instead of the larger 54kWh pack and 154bhp now finding its way into the larger models. It's a sign of how quickly things move on in the world of electric vehicles, but the resulting 219-mile range isn't breaking any records in this class. With suitably quick charging, I've always argued that a 200-mile motorway range is plenty. It will be interesting to put that hypothesis to the test.

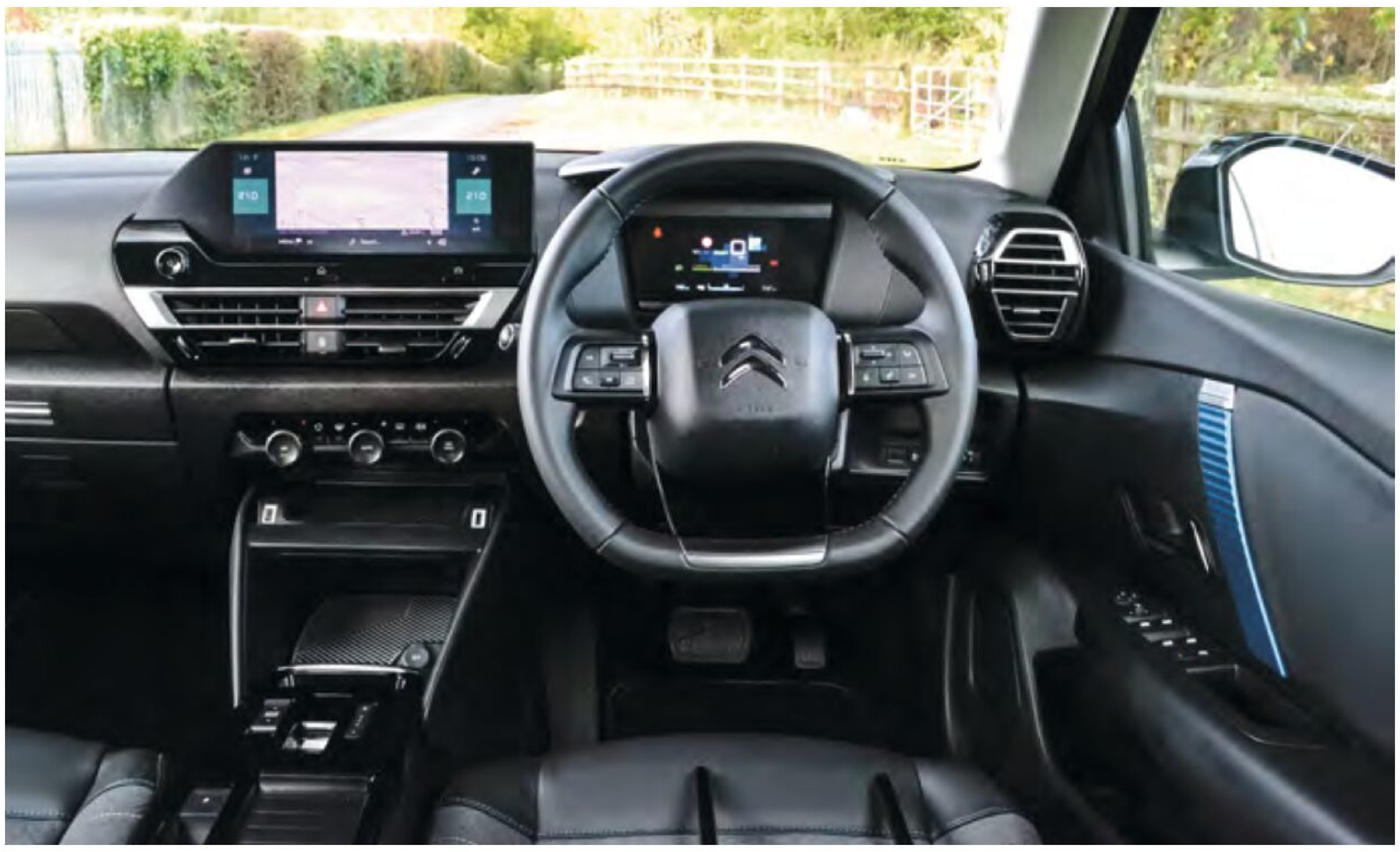
It hasn't deterred buyers. As one of the most affordable EVs on the market, one in five C4s are battery powered and Citroën has addressed some of the early criticisms. Minor upgrades to the cabin's heat pump and transmission are claimed to offer a route-dependent range increase of up to 18 miles by improving the efficiency. They're useful upgrades as there's a £10,000 price uplift compared to the petrol version.

WHAT'S HOT ✓

Rear legroom is excellent, so no chance of the kids kicking me on long trips.

WHAT'S NOT ✗

First-world problems, but you'll need a USB-C cable to plug your phone in.



That's around £422 per month on a four-year PCP with a £5,000 deposit and annual limit of 8,000 miles, which is £185 per month more than the petrol model.

Cost cutting is well hidden. Sense is the entry-level trim and our car has a couple of optional extras; but it feels generously appointed. Citroën has cracked the dark art of building low-cost interiors that don't feel drab, and the ë-C4 has a cossetting, lounge-like ambience inside with its soft fabrics and accents of blue and silver. It's also acoustically insulated and includes unique Progressive Hydraulic Cushions as standard, which I've found to be doing a great job of dialling out the thump and drone from its 18-inch wheels.

There's lots to talk about from a technology perspective, too. It's got all the right boxes ticked, with a simple, clear digital instrument panel and high-resolution 10-inch touchscreen with Apple CarPlay and Android Auto as standard. Ours has the £800 additional connected features option, along with a navigation system, which adds TomTom's live traffic, fuel price, weather and speed camera data, but the ë-C4 includes a subscription to the MyCitroën smartphone app. This offers remote adjustment of cabin temperature and monitoring of the charging status. Those are both very useful peace-of-mind features, especially if you're new to electric driving.

So the ë-C4 is a distinctive part of a segment which, even if you focus on EVs, is increasingly crowded. First impressions are positive, but, with the headline-grabbing value of MG's latest models, the seeming unending buyer demand for SUVs, and the badge cachet of Volkswagen's popular ID.3 hatchback, it'll be an interesting few months discovering the substance behind that against-the-grain styling.

Alex Grant

FACTS & FIGURES

Price (new) £30,995
Price (as tested) £32,340
Colour Platinum grey metallic
Built in Madrid, Spain
Codename C41 **Generation** 3
Platform e-CMP
Bodystyle 5-door hatchback, 5-seats
Layout Front-wheel-drive
Powerplant
Electric motor and 50kWh battery pack
Gearbox 1-speed automatic
Max power 134bhp **Max torque** 221lb ft
Top speed 93mph **0-62mph** 10.0secs
CO_2 emissions 0g/km
Range (combined) 219 miles
Recharge time (Domestic socket/7.2kW/100kW) 24 hours/7 hours 30 minutes/30 minutes
Insurance group 23
BIK rate (2022/2023 tax year) 2%
Size (length/width with mirrors) 4,360/2,032mm
Boot space (min/max) 380/1,250 litres
Kerb/max towing weight 1,561/0kg
Euro NCAP rating ★★★★
Spare wheel (Full-size/spacesaver/run-flats/self-sealing/repair kit) No/no/no/no/yes
Warranty 3 years/60,000 miles
Warranty (batteries) 8 years/100,000 miles
Date arrived 17th October 2022
Costs None **Faults** None

STANDARD EQUIPMENT

18-inch alloy wheels with 195/60/R18 Michelin e-Primacy tyres and tyre repair kit
60/40 split/fold rear seats
Android Auto, Apple CarPlay, and Bluetooth smartphone connectivity
Anti-lock brakes
Automatic headlights
Autonomous emergency braking
Cruise control with speed limiter
DAB/FM radio with 10-inch touchscreen, 6-speakers, USB-C sockets, voice control and steering wheel controls
Driver, passenger, side, and head airbags with passenger side de-activation
Driver drowsiness detection
Dual zone climate control
eCall emergency call system
Electric and heated mirrors
Electric park brake
Electric windows front and rear
Electronic stability programme with traction control
Hill start assist
ISOFIX child seat safety fasteners for rear outer seats
Lane departure warning system
Lane keep assist
Leather steering wheel
LED daytime running lights
LED front fog lights with cornering functionality
LED headlights
Rain sensor
Rear parking sensors
Remote central locking
Traffic sign recognition
Tyre pressure monitors

OPTIONAL EQUIPMENT FITTED TO TEST CAR

Citroën Connect Nav (£800)
Platinum grey metallic paint (£545)

MILEAGE 1026

KIA NIRO

HYBRID 4 1.6 GDi

I have fond memories of attending the UK launch of the original Niro Hybrid, based out of Gateshead in the north of England, in the summer of 2016. My report was upbeat about Kia's new hybrid, with diesel levels of fuel economy and acres of space. Since then, Kia's product planners, designers and engineers have kept making improvements to the formula, culminating in the brilliant second act that you see on these pages. All of the enhancements come at a price, though, with the price of the Niro 4 elevated from £30,415 (end of phase one) to the £33,745 that our car cost without options when brand new. At face value that seems like a sizeable jump, but when you look at the long list of enhancements, the high-tech cabin and more generous equipment levels, I can see where the extra money has gone. Everything has got pricier in 2022, and that includes cars.

The looks of the Niro have evolved, and while it still employs the same basic shape as its predecessor, it's certainly a whole lot more distinctive. From the edgier headlights to the SUVesque body cladding, everything about it is more appealing. While the colour of my car might be quite sober, finished in Cityscape Green with the optional midnight black C-pillar, the no-cost option is a super bright Orange Flame, and I rather like it. You can opt for the same midnight black C-pillar, too, to add some extra style.

On the inside, it's black Vegan faux leather for the upholstery, as a nod towards sustainability, but it still feels like the real deal, albeit a little softer. I love the double 10.25-inch screens that merge the instrument cluster with the infotainment touchscreen, it's just all so neat. I also adore the dual views on the central controls, that can be switched from the heating and ventilation system to buttons for the infotainment and navigation. Elsewhere it has got mixed reviews, with other journalists saying that it is overcomplicated, but I find it easy to operate and cuts down on the number of controls. Along the central console, there's a rotary dial to select the gears, instead of a traditional lever. It's a slick operator, with park handily positioned in the centre. It is flanked by the Auto Hold button that I always make sure is on – it makes pausing at traffic lights and at roundabouts so much more pleasurable. Another of the buttons that I make liberal use of, especially as the weather has turned a little nippier, are the heated seats, with a choice of three settings – roast, grilled and lightly poached. For the summer months there's also electrically cooled chairs, but I don't think I'll be using those anytime soon. Rear seat occupants have also commented that they have heated seats, too, which is a nice touch. Niro 4 specification also includes an electric sunroof, which is a nice addition to the repertoire. Sometimes it's just nice to get a little bit of extra air into the cabin, without opening a window. And it's a standard aperture size, rather than a great big panoramic roof that ends up superheating the cabin, whether you like it or not, in the height of summer.

Ian Robertson

FACTS & FIGURES

Arrived 20th September 2022
Price when new £33,745
Price as tested £34,490
Economy 60.1mpg (combined)
57.4mpg (on test)
Costs None **Faults** None

WHAT'S HOT ✓

The instrument cluster that merges into the central touchscreen is a work of beauty.

WHAT'S NOT ✗

Prices have edged up by £3,380 more than the last-generation Niro Hybrid 4, though you do get the latest tech and an uplift in kit.

MILEAGE 1 7 6 7

VOLVO V90 CROSS COUNTRY

B5 AWD PLUS GEARTRONIC

It probably sounds like I'm making this up, but I promise you I'm not. My extended family was recently confronted with the task of helping transport someone to the hospital with a potentially serious neck injury. It's about a 40-minute drive, with some bumpy roads and even a few speed humps along the route. Contenders for this role included their own Mazda2, a Skoda Fabia, the BMW 320d Touring M Sport I had on loan for the week, and our V90 Cross Country long-termer. My hand instinctively went for the Volvo keys with barely a thought.

Its ride isn't perfect – there's a bit too much patter over minor road imperfections for that – but the Cross Country's long travel suspension, refreshingly plump 50-profile tyres and high seating position make it easy to get in and out of, and the big Volvo soaks up larger bumps with aplomb.

The V90 sits on Volvo's Scalable Product Architecture (SPA) and according to Dr Peter Mertens, Volvo's head of research and development, the driving experience has been engineered to create "Relaxed Confidence – a comfortable mix of engaging driving dynamics and predictable handling that delivers a feeling of ultimate control."

Even sitting on my driveway after it arrived, the Cross Country's suspension setup caught my eye. I spotted a flash of something yellowish whilst checking out the rear wheels, and was so struck by what I saw under the rear of the car, I snapped a few pics and went inside to consult the web. It turns out the V90 has an integral link rear axle, and the odd-coloured component that piqued my intrigue is a composite transverse leaf spring. I'm no engineer, but I believe this is a similar rear suspension setup to that employed in recent Corvettes. According to Volvo it's light (most of the components are aluminium) and it provides excellent camber stiffness, improving grip and steering precision. At the nose there's a double-wishbone front axle which also helps control the motion of both wheels throughout the car's 65mm taller suspension travel.

The result is a car which still feels precise and surefooted, despite the fact it's essentially sitting on stilts. There's a small amount of squat under braking and more body lean than the V60 R-Design I was running previously, but I don't mind that. It might be a bit of a stretch, but in my imagination, this just means that if the Cross Country was a rally car, it would be on a gravel stage setup instead of a tarmac one. Given the state of the crumbling local roads, that feels wholly appropriate.

A four-cylinder 2.0-litre diesel engine might seem a bit meagre for a 1,890kg rugged estate car, but with 1,767 miles under its belt, the 232bhp engine feels quite potent. While allowing a certain amount of slip at lower speeds, the eight-speed automatic gearbox locks up as you push on, and a healthy dose of throttle sees the V90 pick up its skirt and stampede down the road. There's clearly some serious forced induction at work and the disadvantage of this is fuel economy. With fewer motorway trips this month it's settled on 39.6mpg, which is by no means horrendous, but is painful given current diesel prices.

Andy Goodwin

FACTS & FIGURES

Arrived 15th September 2022
Price when new £57,950
Price as tested £59,500
Economy 44.8mpg (combined)
39.6mpg (on test)
Costs None **Faults** None

WHAT'S HOT ✓

High seating and a smooth ride are helpful for a driver or passenger with mobility issues.

WHAT'S NOT ✗

The engine is still tight, but sub-40mpg fuel economy makes the V90 expensive to run.

MILEAGE 5938

SUZUKI SWIFT

1.4 BOOSTERJET MILD HYBRID SPORT

They say that size isn't everything, but I beg to differ – although not in the direction you might think. Our dinky Suzuki Swift Sport is perfectly pint-sized for our frequently congested narrow roads. The fact is that new cars are typically bigger than what came before, but our roadways remain unchanged. From parking to popping past cumbersome SUVs, this little hot hatch makes navigating the urban sprawl easy.

This car's small footprint is teamed with quick steering, something that gives an agile demeanour and helps you scythe through congestion. In busy towns, a combination of being compact, parking sensors, and a reversing camera allows you to take advantage of even the most opportunistic of tight parking spaces.

One of the first things passengers remark upon is how spacious the interior feels for a compact car. This Tardis-like 'bigger on the inside' is the product of some intelligent packaging. The hybrid's battery lives under the front passenger seat and so doesn't take up any usable interior real estate. There's also an abundance of headroom. Fans of top hats are well catered for in this hot hatch.

A brief trip to Goodwood saw this miniature marvel happily transport four adults and a small dog. Legroom in the back is adequate and large windows prevent any sense of claustrophobia. Unlike some superminis, the rear bench features generously padded posts with the back rests reclined at a comfortable angle. Our canine companion didn't have any complaints about being placed in the boot, either.

Being the size of a roller skate also has benefits for when the going gets twisty. Roads that were once a little on the narrow side to enjoy all of a sudden become a playground for the Suzuki. Enthusiastically leaping from each bend, the added torque from its battery delivering a pleasing surge of acceleration upon corner exit. There's loads of feel through the brake pedal, allowing you to easily manipulate the chassis by shifting weight around the car. While in high performance cars we talk about a lack of body movement being a positive, the Swift's body roll is a nice indicator of this car's state of play when enjoying some good roads.

It was good to stretch the little Suzuki's legs after extensive and rather dull stints on the motorway. While a fine car for keeping pace with faster traffic, it was never designed to be an M4 hauler. Road and wind noise can become tiresome after a few hours, however, the car's ride at speed is perfectly comfortable.

Something that's a great asset to the Swift on long trips is Apple CarPlay. Suzuki's native infotainment system is rather clunky and sometimes slow to respond, but plugging in an iPhone via USB gives you access to all the apps you are familiar with. All of the processing is done on the phone, so a slick user interface stays that way while you pick from Spotify's infinite playlist.

While this Suzuki Swift Sport will be clocking plenty of motorway miles in the coming months, its more athletic traits supply welcome respite.

Tyler Heatley

FACTS & FIGURES

Arrived 6th September 2022
Price when new £22,570
Price as tested £22,570
Economy 50.4mpg (combined)
50.3mpg (on test)
Costs None **Faults** None

WHAT'S HOT ✓

Sizeable dual exhausts add plenty of character.

WHAT'S NOT ✗

Road noise at speed means you'll have to turn the volume up.

MILEAGE 11134

SKODA SCALA

MONTE CARLO 1.0 TSI

Another month, another glowing report. Well, yes, but before we get to the bit where I sing the Scala's praises, this time around there are one or two caveats. Five months in, I have noticed a few 'issues' with the Skoda. That is perhaps overselling it, 'niggles' would be closer to the truth. Since the weather has taken a turn for the worse, I find the Scala scrabbles for grip leaving my driveway. There is a hesitancy, a bit of a judder, and then it's on its way. It's a small thing, but I had five dailies prior to this, all of them front-wheel drive, and none of them struggled. It is hardly an earthshattering development, more a bit irksome.

While we're on the subject of grip, the roads around where I live tend to be twisty and entertaining, but they also have ruts and steep camber drop-offs. They also have peaks and troughs, gullies and potholes, and drainage (or lack thereof) is sometimes a problem. I like to think I drive to suit the conditions – all conditions, but the Scala has this strange transitional stage where it goes from surefooted to clumsy and back again when it's really wet. There seem to be moments where the Skoda gets discombobulated. It rediscovers its composure, but not before you have second-guessed its resolve.

I am probably overstating this because we are talking of this sensation occurring and disappearing in a heartbeat, but I do notice it. I have also discovered something which irritates me more. You have to take for granted that all cars these days have safety aids that serve largely to startle you. I have had plenty of experience of prior Skodas standing on their noses, braking by themselves when they cannot differentiate between a corner and a car parked in a driveway on a corner. As such, there is that element of surprise when your car randomly decides to perform an emergency stop. It's infuriating, the same being true of being obliged to scroll through menus to locate sensitivity settings.

This happened with the Scala for the first time recently: a car in front on a country road turned left, I backed off doing no more than 20mph anyway, coasting along in the expectation that it would have completed the manoeuvre by the time I arrived on the scene. Cue epic panic attack from the Skoda a picosecond later. I don't know what concerned me more, the fact that the Scala thinks I am blind, or that I found myself challenging my inner Kimi Räikkönen and yelling: "Yes, yes, leave me alone, I know what I am doing" to a non-sentient automobile. It isn't as though it can hear me, so, really, who is the thicky?

It isn't even the random braking that bugs me, it's the beeping and the fact that the dashboard lights up to tell me that a crash might be imminent. Good to know, thanks for the heads up. But let's not end on a negative. These are nuisances. I still like the Scala immensely. It fits my lifestyle (such as it is) perfectly. It is comfortable, reasonably brisk, ludicrously economical and there's a massive amount of room in the back with the seats folded. It is hard not to swayed by the Scala.

Richard Heseltine

FACTS & FIGURES

Arrived 6th June 2022
Price when new £23,995
Price as tested £25,940
Economy 52.2mpg (combined)
53.1mpg (on test)
Costs None **Faults** None

WHAT'S HOT

✓

I know I keep droning on about it, but the Scala has a massive boot. And then you fold the seats down…

WHAT'S NOT

✗

Radio
Telephone
Navigation
Driver assist
Media
SmartLink
Vehicle
Sound

Having to scroll through menus to disengage or at least slacken the 'driver assistance' settings.

MILEAGE 5506

CUPRA BORN

V3 58kWh

Batteries don't like cooler weather, a fact reinforced by the Born's 100% range dropping from a summer peak of an indicated 220 miles down to 185-ish as autumn begins to set in. Consequently, a recent family jaunt to Dorset from Lincolnshire – 196 miles door to door – would definitely involve a stop for a recharge.

By the time a third of the journey remained, the Born was indicating that 75% of its electricity had been consumed. As this was conveniently around lunchtime, we decided to stop for sustenance. If you follow a range of motoring journalists on Twitter, you'd be forgiven for assuming that all public charging points are in a state of disrepair or had a long queue of other drivers waiting ahead of you. Despite driving over 30,000 electric miles in recent years, this is only something I've experienced twice, so it's a rarity. And sure enough, the public chargers at the services were all vacant, and we were soon connected up.

Rising domestic energy bills have been impossible to escape, so it's no surprise that public charging companies aren't immune from escalating costs. Still, £0.66 per kWh is on the eye-watering side, making many efficient petrol and diesel cars cheaper to run if you don't have a home charger. Use them only for occasional long-journey top-ups and electric vehicles are still more cost-effective to run.

With four adults aboard, the Born doesn't feel snug, in spite of its compact footprint. Its dedicated electric vehicle platform means that it's been designed from the outset in such a way as to maximise interior space, so my six-foot tall son could easily and comfortably sit behind me. His only noteworthy concern was that the front seats are set very close to the floor, meaning he didn't have much room to slide his feet under.

A greater complaint made by the rear bench inhabitants concerned the harshness of the ride quality, not just on the undulating, camber-swapping Dorset lanes, but also on relatively smooth and fresh stretches of motorway asphalt. There was also an appreciable increase in how firm the Cupra felt from the driver's perspective with four aboard. I'm now keen to sample a Born with the adaptive suspension option to see what difference that makes.

Given how filthy the roads are at this time of year, the Cupra is frequently clarted in muck, with its aerodynamics ensuring much of it is plastered across the tailgate and rear bumper, rendering the rear camera virtually useless. That was until I belatedly made a discovery: engage reverse, then clean the rear screen and hey presto! A jet of washer fluid is very effectively directed onto the camera lens.

So, what impressed me most over the course of the week away with the Born? Its efficiency. A mixture of motorway runs, Dorset's beautiful hilly terrain and frequent short jaunts to coastal bays and a chalk hillside carving of a well-endowed chap didn't faze the Cupra. After 550-odd miles it returned an average of 3.5 miles/kWh – a 0.1 improvement over its average so far. It seems that I need to drive it on longer jaunts more often.

Keith WR Jones

FACTS & FIGURES

Date arrived 1st June 2022
Price when new £38,390
Price as tested £38,955
Range 259 miles **Costs** None
Faults Apple CarPlay and the multimedia system had a meltdown and refused to talk to my phone, requiring a full uninstall and reinstall. Discolouring of wheel nut caps.

WHAT'S HOT ✓

I'm still finding the rear camera washer novel to the point of using it too much.

WHAT'S NOT ✗

With the Born full of people and clobber, the ride quality's firmness disappoints.

MILEAGE 12689

VAUXHALL GRANDLAND

ULTIMATE 1.5 TURBO D AUTOMATIC

I've not known a car to fluctuate so much on mpg between tank-to-tank fill ups like the Grandland, especially on the car's computer. I know driving conditions, weight on board, my right foot etc all play a part, but it's not usually such a broad spectrum. At the lowest point, the computer read a dismal 43.4mpg, yet at the other end, the readout proudly illuminated 60mpg. Weirdly, when I've done my own calculations, my results were better on the lower end, but not as positive at the higher end. But there's still a wide gap.

You already know that I'm a fan of the 1.5-litre diesel engine in our Grandland, I've spoken about it once or twice before, but what is really spoiling things (aside from the gearbox getting in the way of the torque on offer) is the stop/start system on the car. It's particularly frustrating as it is quite random and fussy about when it works and when it doesn't at times. I say "at times" because it's not on every occasion, but when it does get in the way, it's really in the way. For example, I have my foot on the brake at a roundabout, the stop/start hasn't kicked in, and so the engine is still running. I spy my chance to move out and the moment my foot comes off the brake, the stop/start kicks in and switches the engine off, just when my foot is hard on the accelerator. As frustrating as that is, the engine then takes too long to restart, so you miss your gap in the traffic. Another example is in rolling traffic, and the other day I was going up a small hill. We were crawling along on tickover when I touched the brake momentarily as I had caught up the car in front. I took my foot off the brake and the stop/stop cut in. My foot was on the accelerator, but it rolled back towards the car behind. As you can imagine, I found that brake pedal pretty quickly!

> "YOU ALREADY KNOW THAT I'M A FAN OF THE 1.5-LITRE DIESEL ENGINE IN OUR GRANDLAND..."

Things have also started getting a little creaky inside, but so far nothing has fallen off and I don't expect it to either – unlike an Audi A6 I ran in 2019. Some of the Grandland's interior trim, such as the door card when you pull the door shut, is not as tight and taut as it once was, while closing the driver's window is also sometimes a little vocal, again with creaks, which is disappointing for such a young car. We probably should cut our Vauxhall a little bit of slack and remind ourselves that NPU is actually a very early pre-production model for the facelift. Later production cars will no doubt perform a lot more robustly.

I realise that this is a slightly less than glowing month of reporting, but there has to be a bit of moaning along the way. All cars have little foibles and it's my job to find them. And seeing as I cover the same kind of mileage in six months that a normal buyer off the street would expect in 18 months, it's good that we can experience a varying range of happenings.

Simon Thompson

FACTS & FIGURES

Arrived 1st June 2022
Price when new £35,130
Price as tested £36,419
Economy 53.3-54.3mpg (combined)
50.7mpg (on test)
Costs £20 (AdBlue) **Faults** None

WHAT'S HOT ✓

Our Grandland has a chrome Griffin badge. Others are black, which makes those cars look like there's a black hole on the front.

WHAT'S NOT ✗

Unless turned up to 'melt', there always seems to be cold air blowing out when it should be warm.

MILEAGE 7958

PEUGEOT e-RIFTER

LONG ALLURE PREMIUM

FACTS & FIGURES

Date arrived 4th May 2022
Price when new £34,910
Price as tested £37,520
Range 166 miles
Costs None
Faults None

Ouch doesn't quite cover it. A catch-up bill from Electricité de France (we don't, ahem, like to nationalise our utilities unless it's other nations nationalising them) tells me I need to add £1,785 to catch up, while from now the monthly bill for gas and electricity will more than double to a hernial £421. So one way or another we are collectively consuming energy at the rate of more than £5,000 a year.

My wife is quick to mention that I haven't touched a fuel pump for a very long time and points to the large blue box on the driveway as prime suspect. We're yet to have a smart meter installed, but I think it will back her up. EVs think your meter is a fidget spinner, but as a refugee with EDF, no electric vehicle tariff is offered.

> "CLICKING THE REARMOST SEATS OUT TURNS THIS BEAST INTO A PROPER VAN."

In many ways I've seen the transition to an EV life as a jammy body-swerve from the misery of a life hooked on fossil juice. Our current economic gremlin has certainly gobbled the cherry on that supercilious cake and while forecourt prices continue to abate, the gap between running a car like this and a diesel or petrol equivalent is tightening. I still fly a proud flag for batteries, though I am noticing among friends and colleagues a growing sense of revolt against any assertion that this is the way forward. Scribbled on the back of a tofu packet, my belief is that – especially when it comes to running a properly big people carrier – the financials are still robust, even if the margin on day-to-day savings may be narrowing.

Of course, the best way to insulate against a kWh clobbering is to have better range than this car can offer. A 200-mile day out will necessitate charging away from home, and that's where you now get hammered. That said, one aspect that's continuing to top the 'pros' column is range. As we head into colder months, this finding might be dented, but in autumn testing the e-Rifter continues to achieve greater distances than this 166-mile range should allow. A 10 to 15% boost on that number is highly achievable.

For school runs, the dad bus remains a hit, too. On rainy days my son seems to collect extra friends seeking a dryer route home. They hijack the bluetooth to play whatever horrible music kids like these days; we cruise around the postcode ahead of a flurry of raised eyebrows. Presumably people think it's just some old guy with ridiculous musical taste.

On child-free duties, the Peugeot continues to deliver in a way that all-bodywork, no-space SUVs simply can't. My mother sometimes asks me to collect sewing machines for her – could I pick up a few from an address in Wiltshire? No problem. She didn't say that a few meant 45. But such numbers are far more of a test for my back than the Peugeot, which gulps them happily. Clicking the rearmost seats out turns this beast into a proper van. I'll remember this next time the bill lands: the e-Rifter is much more than a car.

Simon Hacker

WHAT'S HOT ✓

Stitch that, SUVs: need to move 45 sewing machines? The e-Rifter is a cavern on wheels.

WHAT'S NOT ✗

Meter misery is taking the shine off earlier savings when running any EV.

MILEAGE 5111

MAZDA CX-5

AWD GT SPORT AUTOMATIC

Today, no successful brand exists without a slogan, as all those Christmas television adverts attest. Whether it's Disneyland ('The Happiest Place on Earth'), Old Spice ('The Original'), Nike ('Just Do it') or Uber ('Move The Way You Want'), they're all looking for eye-catching ways to differentiate the brand.

Car makers love a slogan too. Where would BMW be without its 'Ultimate Driving Machine' tagline? You only have to utter 'Vorsprung Durch Technik' to know it means Audi. Somehow, Mazda's slogan, 'Zoom Zoom Forever', doesn't cut it. I've clocked up over 5,000 enjoyable miles in the latest CX-5 and I still don't get it. Is it the sound the car makes? Does it mean I have to go fast when I drive, or that we're all doomed to Zoom meetings for evermore instead of driving there? Your guess is as good as mine, but I suspect the slogan worked better in the brainstorming meeting that devised it than it does on the street. At some point the phrase evolved into 'Sustainable Zoom Zoom', signalling a 'New Technology and Product Policy towards 2030', but I was none the wiser.

What does have a better ring to it – so much so that it's emblazoned across the tailgate of the CX-5 and other models – is the firm's Skyactiv slogan. It conjures up an image of science and glamour. It could be the name of a space venture, high-tech satellite programme or 007 plotline. According to Mazda, Skyactiv, as embodied in its current range including the CX-5, is a 'blanket term' for its innovative next-generation technologies that are being developed under the company's 'long-term vision for technology development'.

So what does that mean in practical terms? They say it refers to new 'building block' technologies, starting with their advanced new engines in 2007, to which was added i-stop, body/chassis developments and electrification including regenerative braking, leading – in specific worldwide markets – to new hybrids and electric vehicles. A future 'building block', expected in 2025, will be a new platform for multiple EVs.

The deeper you dig into Mazda's archives the clearer it becomes that Skyactiv is, really, a catch-all phrase, intended to reflect Mazda's desire to provide driving pleasure as well as what they say is the 'outstanding environmental and safety performance in its vehicles'.

So where does that leave us, with the CX-5? Is it environmental? I pay a hefty surcharge for my Lambeth residents parking permit simply because it's a diesel (which is daft; when it's parked it emits nothing; it's a cash grab). Petrols are available too, however. The 2.2 diesel is satisfactory on the economy front. I could expect a 'low' of 35.8mpg and 42.8 'combined', officially. The vast majority of my mileage is in heavy town traffic and it's still currently averaging 40.1mpg. CO_2 emissions are 173 g/km.

Driving pleasure? As I wrote before, they got this right. Sure, if you want to burn rubber you need the MX-5. But for an SUV that carries five in comfort, has a big boot, a nicely elevated stance, and the reassurance of a good all-wheel-drive system, it's very enjoyable indeed. If that's Zoom Zoom, maybe Mazda are onto something after all...

David Williams

FACTS & FIGURES

Arrived 9th February 2022
Price when new £39,385
Price as tested £39,965
Economy 42.8mpg (combined)
40.1mpg (on test)
Costs None **Faults** None

WHAT'S HOT

✓

18.5
ECO
18.5
A/C
AUTO

The air conditioning 'eco' button makes sense on less scorching days. More cars should have one.

WHAT'S NOT

✗

It's too easy to press the tailgate release on the key fob by mistake, without realising it.

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TUNING+ MODIFYING

SO YOU'VE BOUGHT A MERCEDES E-CLASS SALOON OR ESTATE, BUT HOW CAN YOU MAKE IT EVEN MORE ENJOYABLE TO DRIVE AND OWN?

Mercedes-Benz's classy E 350 BlueTec saloon and estate offer impressive performance and admirable economy. Gentlemanly, but still capable of mixing it on the straights when pressed, the W212 E 350 BlueTec is one of the most popular diesels with Mercedes-Benz owners. And it's not difficult to understand why, thanks to a combination of attractive styling, impressive fuel economy, the option of estate car practicality, torquey performance, and ready tuning potential have made this a highly appealing choice. Better still, with prices starting at just £9,000, you don't need to be wealthy to buy one.

Available in both 208bhp 2009 to 2013 pre-facelift and 248bhp 2013 to 2016 post-facelifted versions, the Mercedes-Benz E 350 BlueTec saloons and estates possess oodles of torque and come with seven-speed, or from 2013 nine-speed, automatic transmissions. Acceleration is very impressive, with original models packing 398lb ft of torque, though this rose to 457lb ft from 2013. And all cars come well-specified, with most examples packing a navigation system, electric heated seats, leather upholstery, 18- or 19-inch alloy wheels, power folding door mirrors, cruise control and Bluetooth smartphone connectivity.

But that doesn't mean your E 350 BlueTec can't be improved upon. The engine is readily tuneable for greater output, whilst the suspension, brakes and transmission can also all be enhanced. And some owners have also chosen to tweak the E-Class's interior and exterior styling too.

General tips

Your E 350 BlueTec should possess a full-service history and check with your local Mercedes-Benz dealer to make sure that all recalls have been addressed. You should ensure that there are no issues with the injectors, transmission, diesel particulate filter or any electrical items before starting any modifications, and some tuners recommend getting the timing chain replaced at around 100k miles as a precaution. Watch out for any sign of turbocharger leaks and look out for cracked hoses.

Engine

The most popular modification is an ECU remap or tuning box and there are plenty of experienced E 350 BlueTec tuners out there who are happy to help. Tuners should be able to liberate an additional 50 to 65bhp, and 55 to 70lb ft of torque, from around £500 upwards. A quad sport exhaust is also a popular choice and will set you back around £1,000 to £1,500, plus there are a variety of aftermarket air filter and air intake

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options which can also add a few extra horses. Make sure that you fit the new air filter or any exhaust upgrades before getting your car's ECU remapped.

Transmission

Most owners leave the transmission well alone, but you can buy a pedal box which can increase throttle response. Fitted between the accelerator and the ECU, this costs around £250 and can help to reduce hesitation when pulling out of junctions, give faster shifting times, reset the maximum and minimum rpm for up and down shifts, and adjust the torque limiter to unleash more power.

Suspension

Some owners like to stiffen things up with lowering springs, strut braces and new coilover suspension, whilst replacing the original equipment bushes with new poly items is a wise move. A strut brace should cost no more than £300 and the cheapest lowering kits (springs only) are £250. There are plenty of other options available if you spend a bit more, with Eibach springs and Bilstein dampers a popular choice. Coilover kits start at £900.

> "TUNERS SHOULD BE ABLE TO LIBERATE AN ADDITIONAL 50 TO 65BHP, AND 55 TO 70LB FT OF TORQUE..."

Brakes

You can fit all manner of brake enhancements on the W212, from a simple pad upgrade right up to expensive big-brake kits from the likes of Brembo, EBC and AP Racing. A few owners have even fitted second-hand E 63 AMG brake kits, but make sure you know what you're doing. Adding braided brake hoses and DOT5.1 fluid makes a difference to whatever else you decide to do.

Wheels and bodywork

The vast majority of E 350 BlueTec owners prefer AMG alloys on their cars, but if you fancy something different, make sure they match the character of the car. There are numerous options out there, but check that the alloys you're considering have the correct offset. Part and full-blown body kits are available from Lorinser, Brabus and Prior Design, amongst others.

Interior

Most E-Class owners have kept their interior pretty standard, except for minor items like pedals and bespoke car mats. DVD GPS Navigation Comand upgrades are available too, running Android Auto and Apple CarPlay, and enabling you to install apps, play DVDs, and connect to a WiFi network.

Guy Baker

MY TUNING STORY

"I bought my facelifted 2016 E 350 BlueTec estate company car from my employer three years ago and it's been great. But I have added a few refinements, including a new stainless steel exhaust system, some larger AMG alloys, new brake pads and discs with braided brake hoses, and I had the ECU remapped to 310bhp and 500lb ft of torque. However this did mean I had to switch to a specialist modified car insurer to get cover."

Elizabeth Parry

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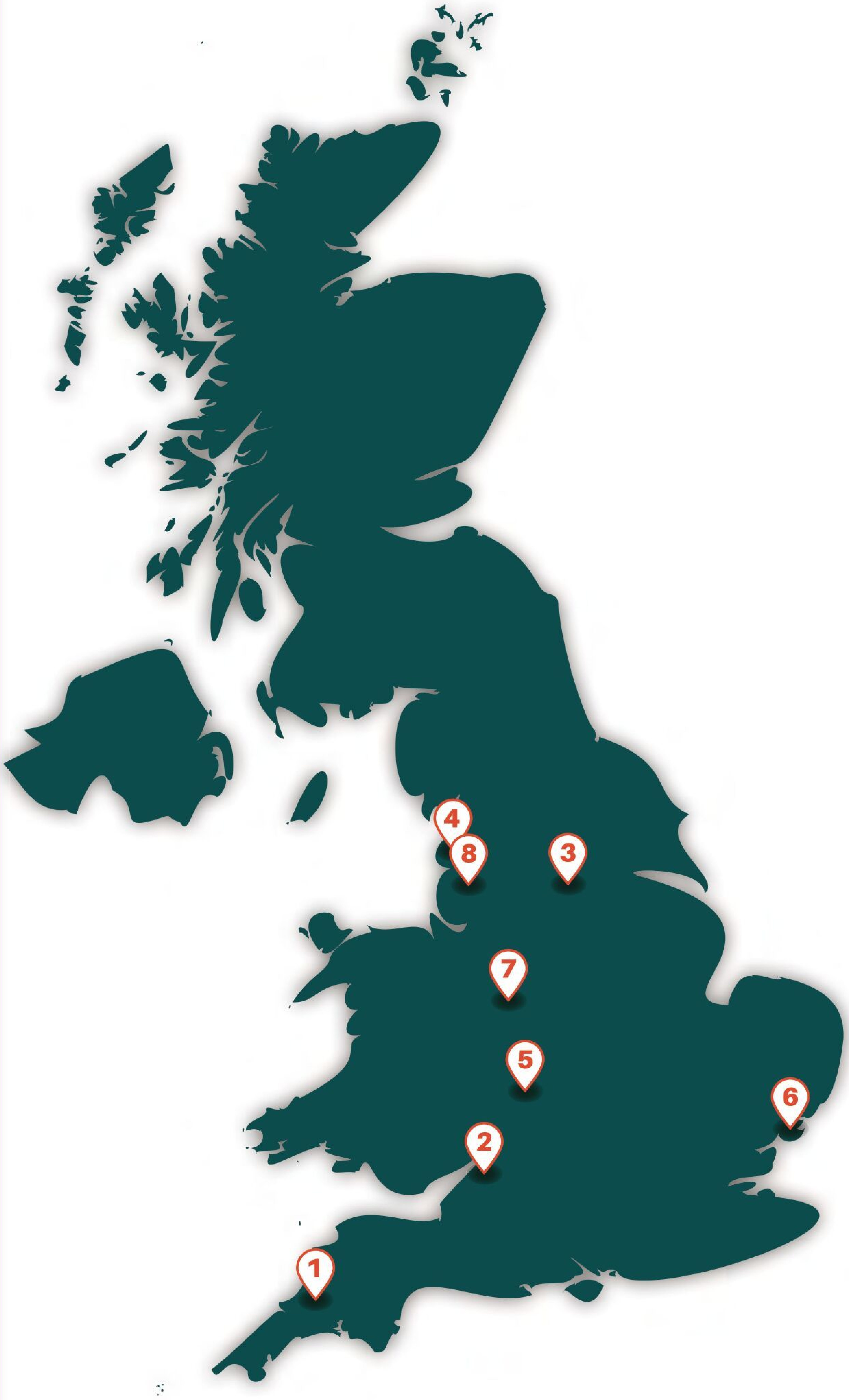

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Compiled by an experienced, independent motoring journalist, Carjourno is a user-friendly, easy-to-navigate site that allows you to see exactly what's on sale in your local showrooms today and what to expect in months to come.

There is a list of manufacturers and the models they produce, complete with photos and technical specifications such as cost, fuel economy, carbon emissions and performance stats.

In addition, there are test drive reviews which are constantly being updated as new models arrive on the scene.

You can follow Carjourno on Facebook and Twitter for the latest updates.

Visit Carjourno at www.carjourno.co.uk

FORBIDDEN FRUIT

As car enthusiasts, we're well versed as to the cars that are sold in the UK, as we read about them in car magazines, look at them on the internet, and view them at dealer showrooms, as well as spotting them out on the roads, but what about the models that aren't imported into the UK and sold here?

Here we explore the model ranges of a different car maker each month and unearth the vehicles that aren't sold here in the UK. A few issues ago we looked at the global giant Toyota, but this month we examine the company's luxury arm, and explore all of the Lexus models that we don't get in Europe.

IS

While the IS was discontinued in Europe, it continues for the USA market in facelifted guise, but without hybrid power. There's the choice of IS 300, IS 350 and IS 500, with the option of all-wheel drive on the IS 350.

Size: 4,710mm

GX

Basically a Land Cruiser underneath, it has been given a luxurious makeover so it can compete with the premium brands. No diesel or hybrid versions here, it's available with a 4.6-litre petrol V8 in the USA and a 4.0-litre V6 in China.

Size: 4,880mm

LM

Based on the Toyota Alphard MPV but marginally longer, the LM badge stands for Luxury Mover. In China it is sold as the LM 300h with hybrid power and a 2.5-litre petrol engine, while in Hong Kong there's the LM 350 with 3.5-litre V6 petrol engine.

Size: 5,040mm

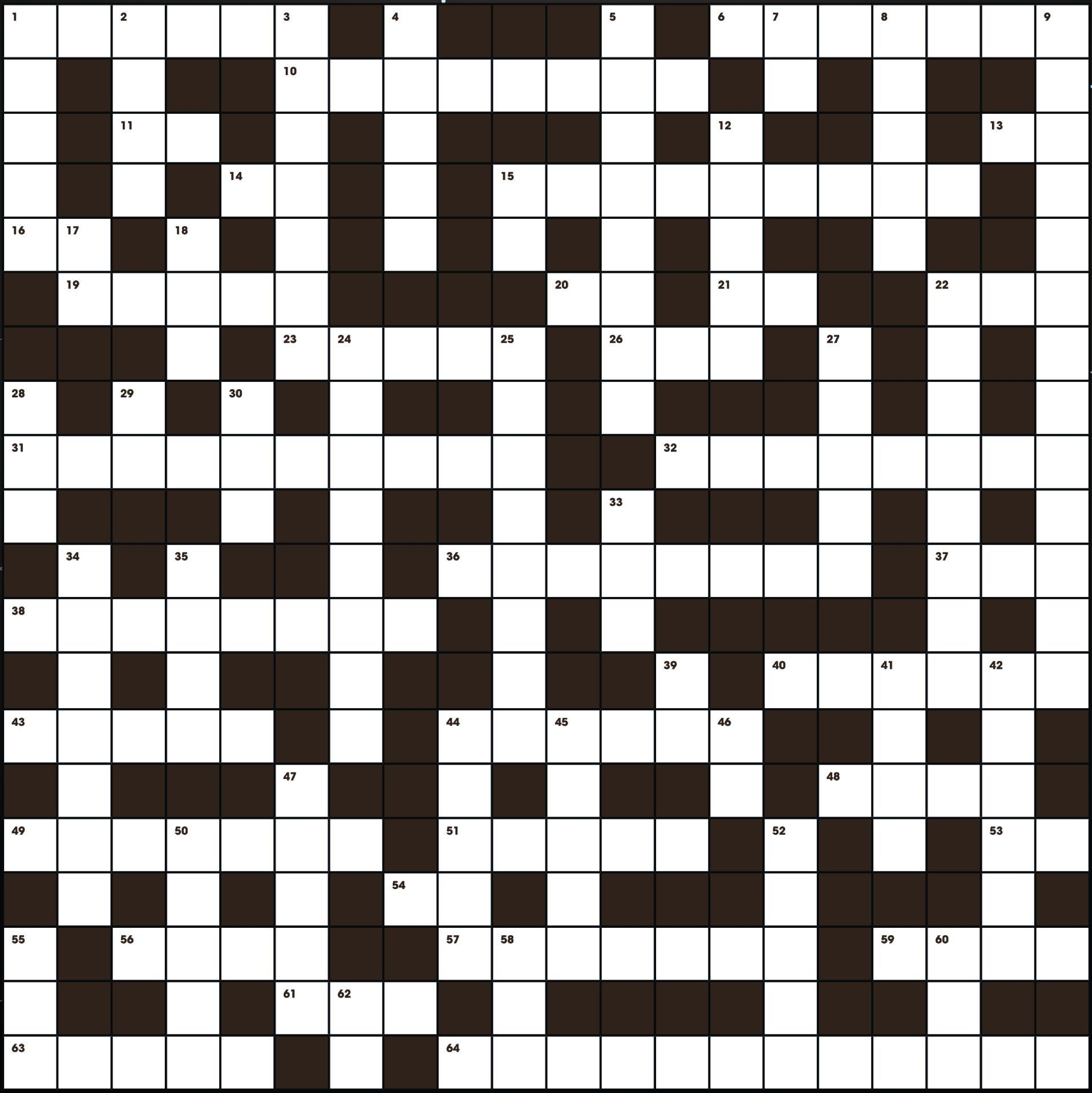
LX

This brute of a machine is based on the mighty full-size Land Cruiser and is offered with a 3.3-litre V6 diesel developing 304bhp. It's the only diesel model that Lexus offers in the world now. There's also a 409bhp V8 petrol edition, too.

Size: 5,230mm

Christmas Crossword

The shops are jam packed, Christmas tunes are ringing out, and the television is showing the latest adverts to entice you to buy. And it's our turn to bring some seasonal cheer with our annual Christmas Crossword. It's the perfect form of escapism and will allow you to gather up some sausage rolls, pinch a bag of dry roasted and pour yourself a pint of beer, a glass of wine, or maybe a cheeky sherry. It's a great excuse to claim back some 'me' time, escape the family and test your knowledge of the car industry. While there aren't any prizes for coming first, or indeed completing the crossword at all, you'll have the knowledge that you know your stuff when it comes to the motoring world, well at least until the answers are revealed in next month's issue, when you realise that one of the answers you wrote down was wrong, and that created a snowball effect. Did someone mention a snowball? We'll have one of those, too – go easy on the lime and don't forget the cocktail cherry!



CHRISTMAS CROSSWORD

Across

1 Long running large car, discontinued by Ford this year. (6)
6 The British name for the estate car that wore the Nevada name in France (7)
10 The Vauxhall that preceded both the Vectra and Insignia (8)
11 Large SUV from Lexus (2)
13 MG Sports saloon based on the Rover 75 (2)
14 City Ford launched back in 1996 (2)
15 SUV from Ineos (9)
16 Small Citroën from the 1980s and 90s (2)
19 Hydrogen fuel-cell vehicle from Toyota (5)
20 The prefix for Volkswagen's new range of electric vehicles (2)
21 The upmarket French brand from Stellantis (2)
22 The model name for SEAT's first ever electric city vehicle (3)
23 Spanish compact SUV (5)
26 Smallest of the EQ models in the Mercedes-Benz line-up (3)
31 The largest hybrid SUV available from Toyota in the UK (10)
32 The farmer's friend from Subaru (8)
36 SUV designed by Isuzu but licensed to Vauxhall (8)
37 Previously, the name of an entry-level version of the Fiat 500 (3)
38 Electrified spin-off from the Volvo brand (8)
40 Shares a platform with the Ford S-MAX (6)
43 Medium sized Honda, that used to be built at Swindon, in the UK (5)
44 Lays claim to being the first European MPV, built by Matra (6)
48 Medium electric car from Cupra, using Volkswagen ID.3 underpinnings (4)
49 Seven-seat SUV from Kia (7)
51 French made supermini (5)
53 Abbreviation for turbodiesel (2)
54 The second oldest breakdown company in the UK (2)
56 Recently facelifted medium crossover from VW (1, 3)
57 Best seller from Nissan, made in Sunderland (7)
59 Seven-seat MPV from Ford (1, 3)
61 Cute and innovative quadricycle introduced by French brand Citroën (3)
63 Medium-sized Nissan that was replaced by the Almera (5)
64 Lifestyle sub-brand for Volvo, with SUV-influenced styling (5, 7)

Down

1 The car that kicked off the Vizor design language for Vauxhall. (5)
2 The second biggest seller in the Kia range during 2021 (4)
3 Medium-sized Skoda, available in legendary vRS guise (7)
4 The name for Estate for a German brand (5)
5 Available as 90, 110 and 130 (8)
7 Abbreviation for air conditioning (2)
8 MPV from SEAT, first launched in 2004 (5)
9 Poshest Range Rover trim level (13)
12 Small Fiat sharing its name with a bear (5)
15 Abbreviation for Gran Turismo (2)
17 The name of BMW's mightiest SUV (2)
18 Hybrid sports car from Honda (2, 1)
22 Six-seat Fiat with quirky styling (8)
24 The smallest Jeep SUV until the Avenger arrives next year (8)
25 The name that depicts Citroën's SUVs (8)
27 Executive car that replaced the Carlton (5)
28 Medium SUV hybrid from Toyota (2,1)
29 Once a British brand, now Chinese owned (2)
30 Replacement for the Mercedes-Benz M-Class (3)
33 1980s and 90s small car made by Fiat. (3)
34 The first model to use the PSA XUD 1.9-litre diesel engine (7)
35 Quirkily styled SUV Skoda (4)
39 Hybrid sports car from Lexus (2)
41 Medium car sold by both Cupra and SEAT (4)
42 Citroën model, preceded by the BX and replaced by the C5 (6)
44 Skoda's only pure electric car for now (5)
45 Home to the Vauxhall Mokka, the Poissy plant in France is close to which city? (5)
46 Abbreviation for Electric Vehicle (2)
47 SEAT and Cupra's SUV that shares a lot in common with the Skoda Karoq (5)
50 The new name for Audi's pure electric cars (1, 4)
52 Baby Coupé-SUV from Volkswagen (5)
55 Sportiest trim level for Skoda (3)
58 Name of the entry-level trim level for the Kia EV6 (3)
60 The name of the annual inspection for vehicles three years and older (3)
62 Prefix for Mazda's pure electric vehicle and two-seater sports car (2)

Christmas GADGET INSPECTOR

A SELECTION OF GADGETS, GIZMOS, BOOKS AND TOOLS TO KEEP A CAR ENTHUSIAST HAPPY

LEGO TECHNIC FERRARI DAYTONA SP3

www.lego.com/en-gb
0800 066 8536
£389.99

The sheer breadth of Lego is staggering, and this Ferrari Daytona SP3 kit from Lego Technic sits near the top of the tree. In fact, with a recommended age of 18+, Lego even says this one isn't for kids on the box. With 3,778 pieces, it's a serious collector's item, featuring a V12 engine with moving pistons and even a working eight-speed sequential gearbox, nestled under an opening clamshell bonnet. Other cool features include butterfly doors, a detachable roof and realistic alloy wheels. Costing a serious £389.99, the finished 1:8 scale model measures 59 centimetres long, 25 centimetres wide and 14 centimetres tall.

SCALEXTRIC BACK TO THE FUTURE vs KNIGHT RIDER

www.uk.scalextric.com/new-2022-range
customerservices.uk@scalextric.com
01843 233 512
£159.99

Here's one for kids and big kids alike; Scalextric's Back to the Future vs Knight Rider tribute to 1980s TV. Surely one of the most evocative kits in years, it includes Michael Knight's KITT and the famous DeLorean in scale form with working lights, along with 20 track pieces for a total length of 5.3 metres. Everything needed to get going is included, and the track features a perilous cross over, Magnetraction with magnets to keep the cars on track and a 'Side Swipe' section where the track narrows for added contact and thrills and spills.

ALCOSENSE LITE 2 BREATHALYSER

www.alcosense.co.uk
01628 778 885
£44.99

0.5 ‰BAC
alcosense lite 2

At any time of year, but especially at Christmas, why risk driving after a drink or even the morning after, without checking you are under the legal limit? Especially when the award-winning AlcoSense Lite 2 costs under £50. It's as simple as turning on the device, waiting for it to count down to zero and then blowing until it beeps. The pocket device can be adjusted for any UK, Scottish or Irish limit, and it simply indicates your blood alcohol content with a clear 'don't drive' alert if you are close to or over the limit. The message couldn't get any simpler than that.

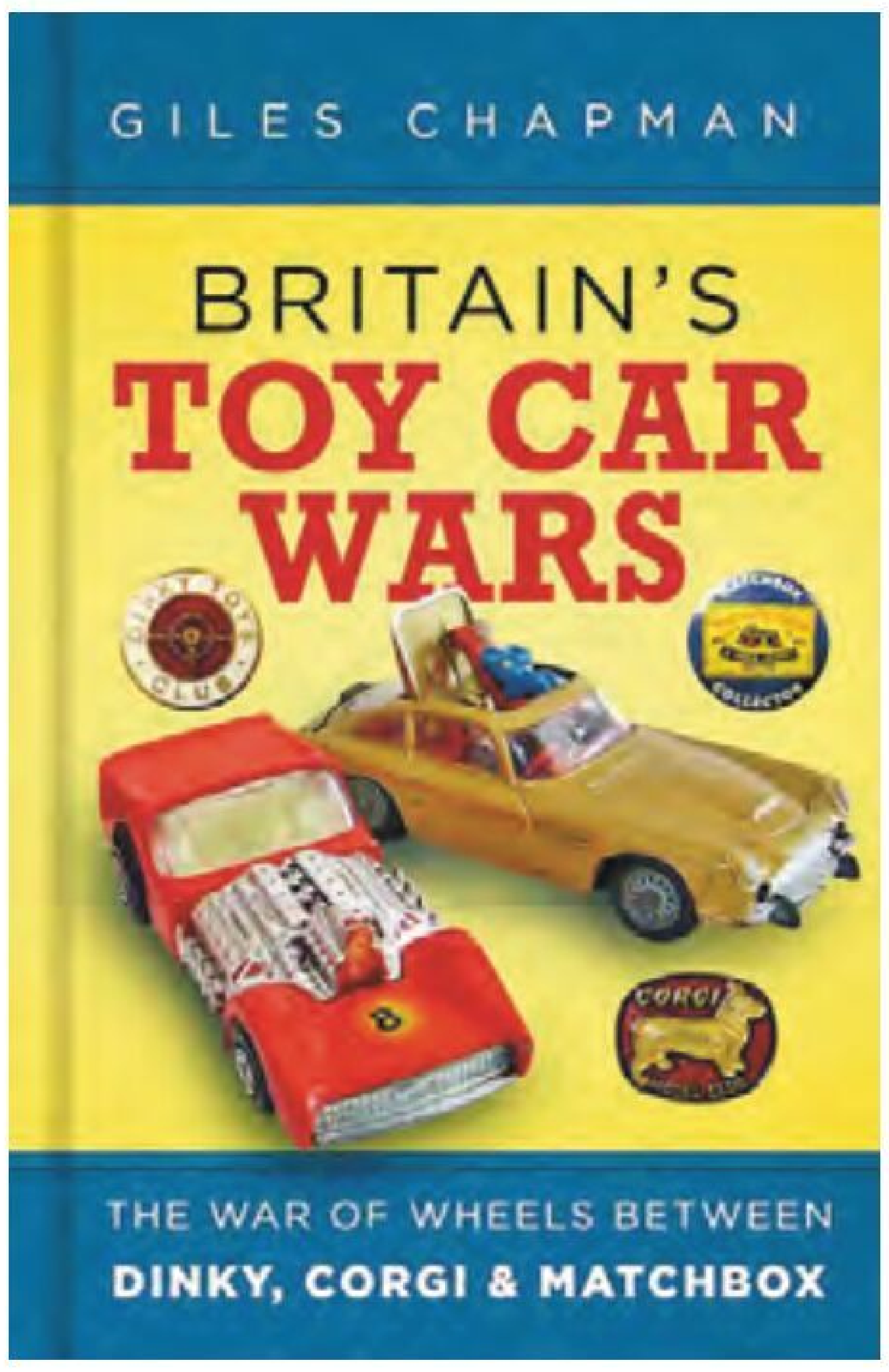
GARMIN DASH CAM MINI 2

Stockists Halfords
www.halfords.com
0330 135 9779
£99.99

If you're after a dashcam for yourself or for a gift for someone else, but you're baffled by all the brands, you can't really go wrong with Garmin. Currently available at Halfords for less than £100, the Mini 2 is the size of a key fob, making it discreet and ensuring it won't lessen visibility. Its 140-degree lens captures details in 1080p HD and a 16GB memory card is included. It also features voice control, and you can wirelessly sync up to four cameras – handy if you want rear-facing or interior recording. It comes with a USB charger and the Garmin has an extra USB port for charging another device.

BRITAIN'S TOY CAR WARS

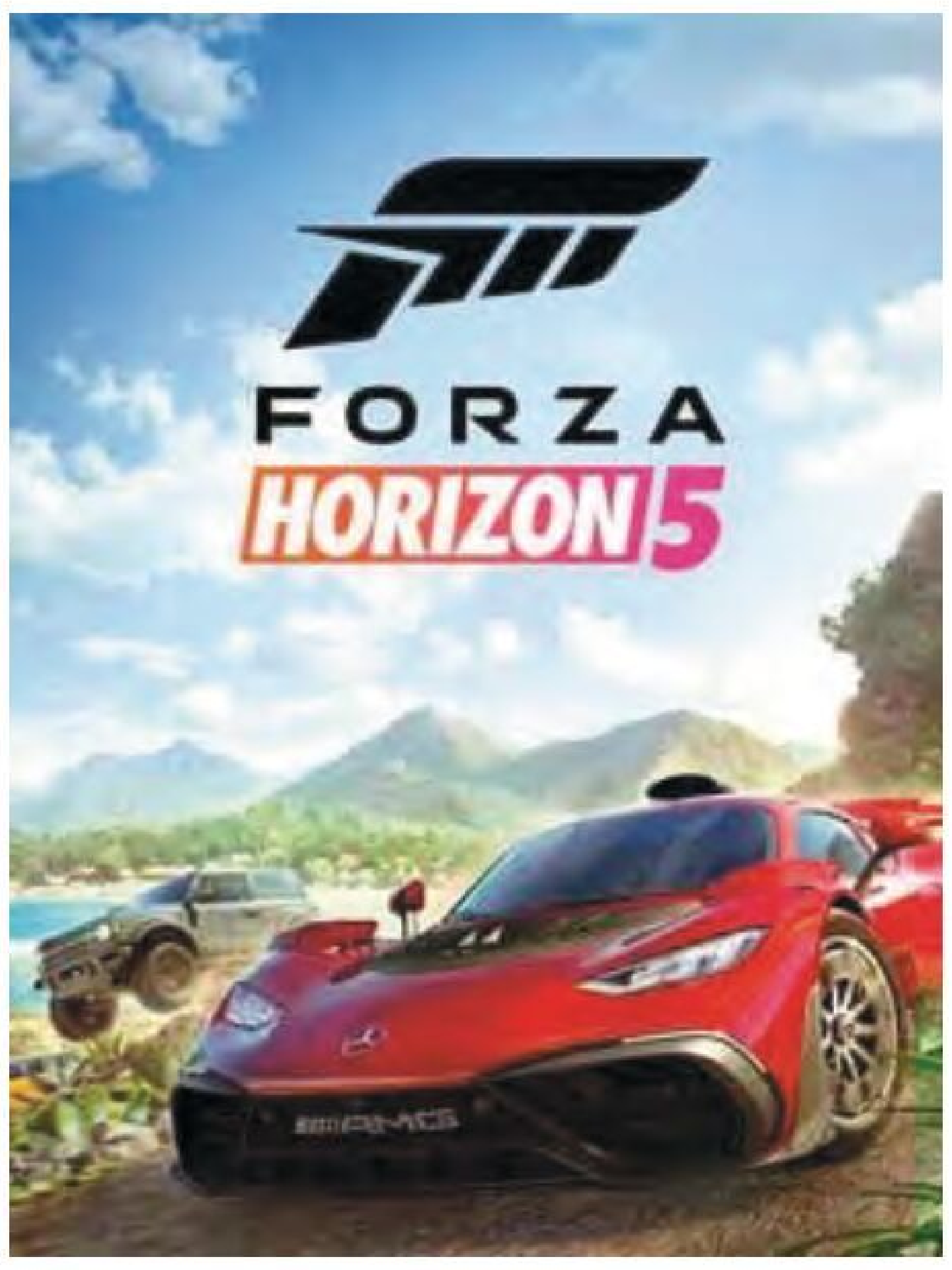
Stockists Foyles, Waterstones, Hive
Author Giles Chapman
ISBN number 9780750997133
Number of pages 240
🌐 www.thehistorypress.co.uk
✉ web@thehistorypress.co.uk
☎ 01242 895 310
🏷 £12.99



If you look back fondly on your years of pushing toy cars around the carpet, or still have a collection, Britain's Toy Car Wars should prove irresistible. Giles Chapman's book explores the 50 years when Britain made the best toy cars in the world, producing countless stunning die-cast replicas. Dinky Toys took the lead in the 1930s, ahead of Matchbox in the 1950s, with affordable pocket-money models, and then Corgi Toys with ingenious features. This illustrated book explores the battle to dominate the toy car industry, with surprising dramas and disasters along the way.

FORZA HORIZON 5

Compatible with Xbox One, Xbox Series X
Stockists Amazon, Very, Currys, Smyths Toys
🌐 www.xbox.com/en-GB/games/forza-horizon-5
🏷 £54.99



The latest instalment in the Forza Horizon series lets you immerse yourself in another world, filled with living deserts, jungles, historic cities, beaches, canyons and even a snow-capped volcano. Hundreds of the world's most desirable cars are available to tear around in, and Mexico has weather events such as tropical storms, towering dust storms and dynamic seasons that will impact the hundreds of challenges you take part in. You can even use the new EventLab to create custom races, challenges, and stunts, then share your custom creations.

AUTOGLYM LUXURY BODYWORK AND WHEELS COLLECTION

🌐 www.autoglym.com
✉ enquiries@autoglym.com
🏷 £45

If a friend or loved one has picked up a new car, or wants to give their motor a revamp, why not spoil them with an Autoglym gift set? We've chosen the Luxury Bodywork and Wheels Collection offering everything you need to clean a car's exterior and have it looking tip-top all year round for less than the cost of a full valet. Foaming car wash, glass cleaner, wheel cleaner and a finishing cloth will make sure the bodywork, glazed areas and wheels are clean. Then, apply the Rapid Ceramic Spray and Instant Tyre Dressing to give the car a glossy shine and help it stay looking good.

DEFENDER SIGNAL BLOCKER – FARADAY POUCH – 2 PACK

🌐 defendersecurityproducts.co.uk
✉ sales@defendersecurityproducts.co.uk
🏷 £5.95

The Defender Signal Blocker is a dual-purpose faraday pouch. Firstly, it can be used to protect your vehicle from relay attacks, ensuring any key fobs sealed inside cannot transmit any signals, securing your car from being stolen in this manner. Secondly, the pouch can hold your mobile phone, blocking all signals to it and ensuring you can't be distracted whilst behind the wheel. Two pouches are included for the bargain price of £5.95, which both block all kinds of signals – Wi-Fi, RFID, GPS, NFC and EMF. Measuring 18.6 centimetres by 11.5 centimetres, it also includes a lanyard hook.

CHRISTMAS GADGET INSPECTOR

303 GRAPHENE NANO SPRAY COATING

www.motorgeek.co.uk
info@motorgeek.co.uk
01924 455 507
£19.95

303
Exceeding Expectations Since 1980
BEYOND CERAMIC
GRAPHENE
NANO SPRAY COATING
NEXT-LEVEL CARBON POLYMER PROTECTION
ENHANCES GLOSS & DEPTH
REDUCES WATER SPOTTING
EXTREME HYDROPHOBIC PROTECTION

It's not easy to keep your car's exterior looking clean in the winter months, but a product like 303 Graphene Nano Spray can make things far easier for up to a year following application. Start with a clean and dry car, then apply the coating with a microfibre cloth or foam applicator in a criss-cross pattern. The product will turn hazy and once buffed off, it leaves a protective coating that not only repels water and makes your car far easier to clean, but it also forms a hard layer. This can protect the paint from scratches, help prevent glass chips and protect wheels from brake dust according to 303.

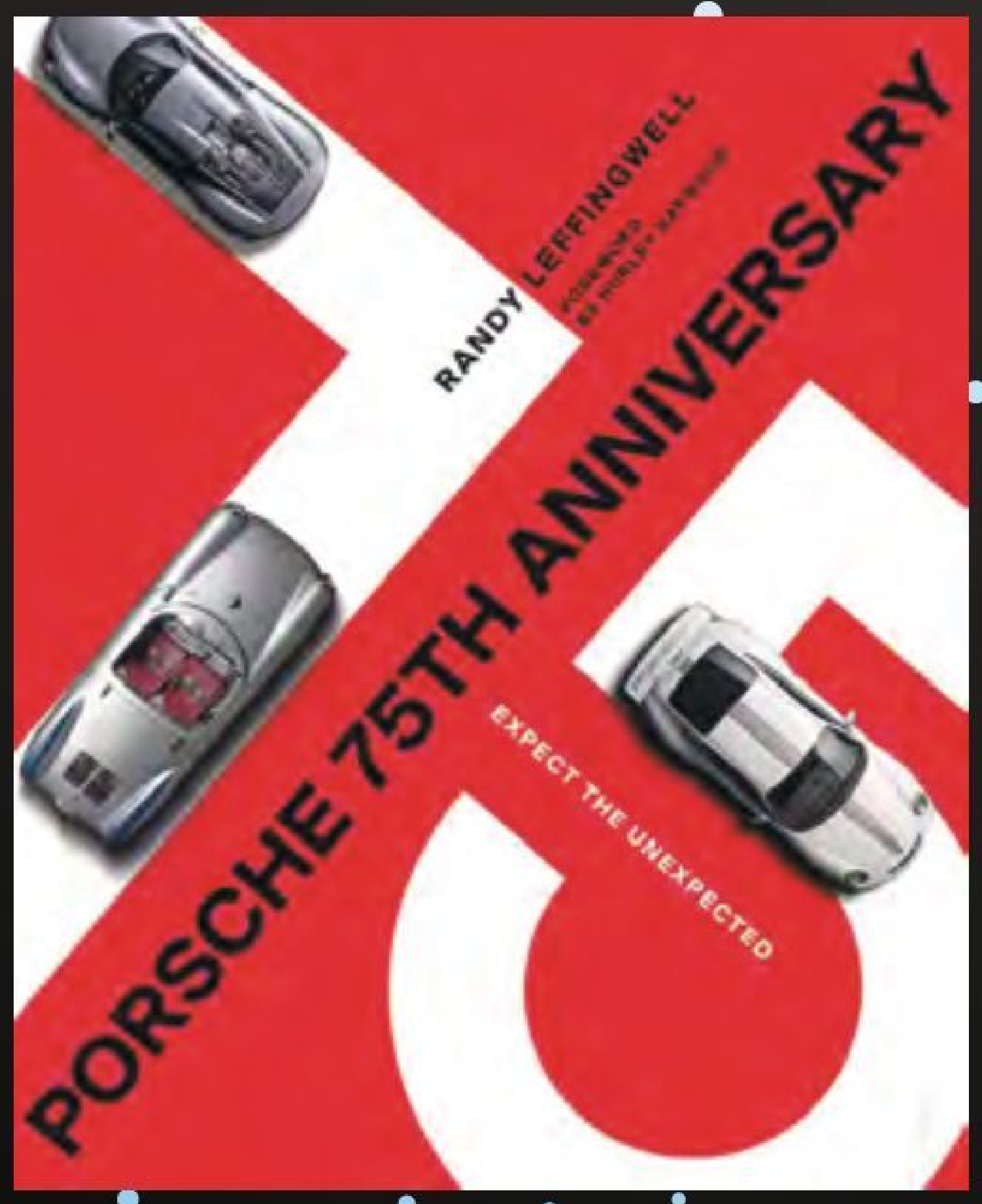
KARCHER PRESSURE WASHER FOAM SPRAY NOZZLE

Stockists Halfords
www.halfords.com
0330 135 9779
£14

Guarantee a white Christmas this year with the Karcher Foam Spray Nozzle. It provides a low-pressure, but thick layer of foam, designed to coat your car's exterior and provide a long dwell time, allowing your chosen product to dissolve grime without too much scrubbing. It has a 0.6-litre container and detergent regulator, and it's compatible with Karcher K2, K4, K5 and K7 pressure washers. Just turn the yellow knob to adjust the dose. Don't stop at the car, it can also be used on caravans, conservatories, and even paths, driveways and walls, with the right detergent of course.

PORSCHE 75TH ANNIVERSARY: EXPECT THE UNEXPECTED

Author Randy Lefffingwell
ISBN number 9780760372661
Number of pages 256
www.quarto.com
020 7700 6700
£45


RANDY LEFFINGWELL
PORSCHE 75TH ANNIVERSARY
EXPECT THE UNEXPECTED

Porsche is arguably the world's most successful sports car marque, and Randy Leffingwell's latest book reveals its history in this illustrated account of its surprising twists and turns. Los Angeles-based Leffingwell is an ex-Los Angeles Times journalist, who has written 47 books and is an expert on Corvette and Porsche. He covers key models from the original Gmund coupe to the all-electric Taycan, as well as key moments in Porsche's history, accompanied by rare images and quotes from key personnel. Created with Porsche's co-operation, fans of the brand should find it fascinating, regardless of their air-cooled, water-cooled or racing loyalties.

Works with Apple CarPlay
Works with androidauto
CarPlay

ROAD ANGEL RA-X721DAB

www.roadangelgroup.com
info@roadangelgroup.com
0330 320 3030
£399.99

Many of us are keeping hold of our cars for longer, but this can lead to out-of-date technology. Road Angel's new entry into the head unit market could be one solution, bringing a seven-inch capacitive colour touchscreen with luxury car features to any compatible dashboard. Along with DAB+ radio and Bluetooth connectivity, it's also compatible with Road Angel reversing cameras. Apple CarPlay and Android Auto are also a major draw, making it possible to enjoy your favourite apps like Spotify, Apple Music, and Google Maps navigation with real-time traffic data (via your smartphone's data connection).

CURRENT AFFAIRS

MPG IS A GOOD GUIDE TO DIESEL EFFICIENCY, BUT WHAT ARE THE IMPORTANT STATISTICS TO BE MINDFUL OF WITH ELECTRIC VEHICLES? ANDY GOODWIN EXPLAINS.

Ever since the early days of the motor car in the 1900s, fuel efficiency has been measured in Britain using miles per gallon (MPG). But as electric cars become more popular – and the sale of new combustion-engined cars are phased out by 2035 – there's a set of new efficiency figures we all need to learn. These may seem rather alien now, but no doubt we'll be comparing miles per kilowatt hour over drinks soon enough, and wincing if the figure is lower than 3 miles/kWh.

Measuring EV efficiency

While MPG is a measure of the distance a vehicle can travel for every gallon of diesel its engine consumes, miles/kWh is the distance an electric vehicle can be driven per kWh of energy consumed. This arguably makes it the simplest way for anyone used to thinking about MPG to judge an EV's efficiency.

At present, a great figure would be 5 miles/kWh, while any EV achieving between 3 to 5 miles/kWh is pretty efficient. A figure below 3 miles/kWh means you won't get so many miles of range from the battery pack (unless it's very large) and is the sort of efficiency you can expect from a big electric SUV or an older, less efficient electric car.

Once you know the usable capacity of a battery pack, you can also use the miles per kilowatt hour formula to work out how many miles of range you can expect from a full charge. For example, a 5 mile/kWh car could cajole 250 miles of range from a 50kWh battery pack. If a model can only manage 3 miles/kWh, this range figure drops significantly to 150 miles from the same battery capacity.

Other EV efficiency measurements

While miles/kWh is being adopted in some places, it's by no means a universal measurement yet. As with any fairly new technology, it's likely to take a while until common standards fall into place.

In Europe, l/100km (litres per 100km) has been the standard metric way of describing efficiency for diesel, petrol and hybrid models, so it follows that kWh/100km is being adopted to describe EV efficiency. For most British drivers, kWh/100km is likely to prove a bit of a stretch to understand in a way that feels familiar.

You may also see EV efficiency written in terms of Wh (watt-hours) instead of kWh (kilowatt-hours). Put simply, one kWh is equivalent to 1,000 Wh, so while the latter measurement can be very precise, it tends to result in large, cumbersome, and fairly unmanageable numbers.

Charging speeds

While you'll never see the refuelling time for a diesel car advertised, the importance of charging times for battery-electric and plug-in hybrid models means it's a big deal. For some buyers, the quicker charging time of a Kia EV6 over a Lexus UX 300e, for example, could be the reason they pick the Kia.

Charging speed is measured in kilowatts (kW) and electric cars have a maximum kW speed advertised for DC fast charging, which is only available at commercial charging stations. This typically ranges from around 50kW to over 300kW in the latest models. Because owners rarely charge an empty battery and charging to 100% takes proportionally longer (and isn't recommended for battery health), manufacturers usually quote a 10 to 80% public charging time. As a guide, around 30 minutes to charge from 10 to 80% is very competitive, but the latest models are achieving figures of under 20 minutes in ideal conditions.

A separate AC charging figure will be provided for home recharging, which typically maxes out at 7.2kW for a standard wallbox. Some also boast 11kWh AC charging, but this requires a three-phase electricity supply, which most British homes don't have.

Electric architecture voltage

Reading electric vehicle reviews, you may also have seen mention of the voltage of an car's electrical architecture. Put simply, if an EV's battery was a water tank, the voltage figure would correspond to the thickness of the pipes that gets the stored energy where it needs to go.

Models with a low voltage architecture won't charge as quickly or be as powerful, because they can neither take in electricity nor send it to its electric motors as fast. Models like the Porsche Taycan and Hyundai Ioniq 5 with an 800-volt design can charge and discharge more rapidly, but they are typically more expensive as a result.

Andy Goodwin

ROAD WATCH

A ROUND UP OF THE LATEST NEWS AFFECTING THE UK ROAD NETWORK

NOISE-DETECTING CAMERA TRIALS

A new £300,000 trial is underway of noise-detecting traffic cameras, designed to crack down on boy racers breaking the law by revving engines and using modified exhausts. The two-month trial began in Keighley, Bradford on 18th October, and is set to move to South Gloucestershire, Great Yarmouth, and Birmingham to evaluate its usefulness in a clampdown on anti-social driving.

The new technology, which was designed and developed by MicrodB, incorporates a video camera and microphones, which can accurately pinpoint excessively noisy vehicles as they pass. Not only does the camera then take a picture of the vehicle, but the sound is also recorded along with its noise level, to create a "digital package of evidence" which can be transferred to the local police with the power to fine drivers.

According to the government, road noise can contribute to health problems, including heart attacks, strokes, and dementia. It estimates the annual social cost of urban road noise in lost productivity from sleep disturbance and health issues could be up to £10 billion. Transport Secretary Anne-Marie Trevelyan said: "We'll be working closely with the local authorities and police to share any findings, and I hope that this technology paves the way for quieter, peaceful streets across the country."

Following testing of the noise-detecting camera at a private test track facility, the locations of the first public trials were decided based on the impact on local residents of illegal noisy vehicles. MPs from across the country applied for the camera to be set up in their area, and if successful the cameras could be rolled out nationwide.

£8M OF FUNDING 'VITAL LIFELINE' FOR GRIMSBY

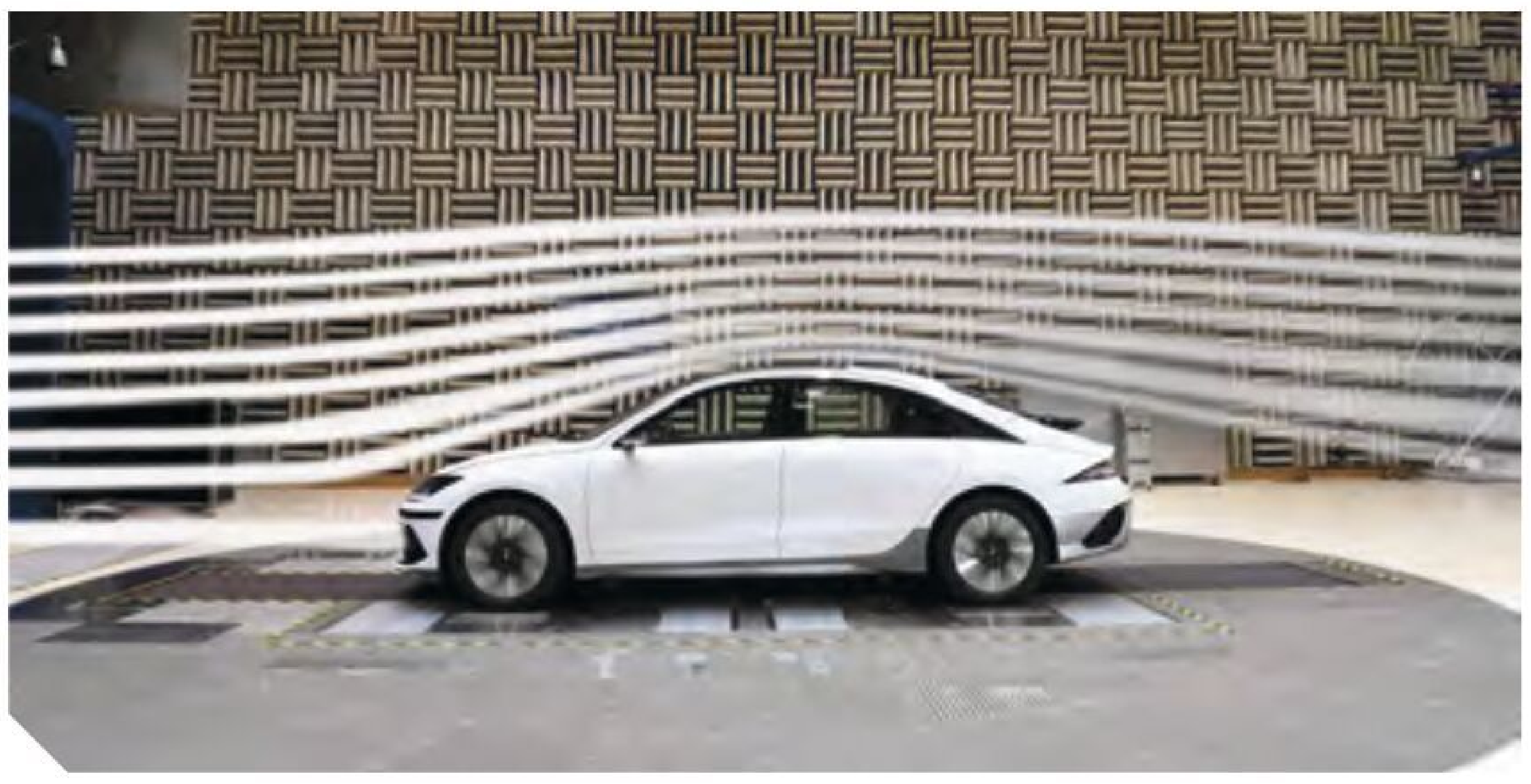
Grimsby will "level up" thanks to £8 million of government funding, aimed at fixing damaged bridges along the A180. The key route connects the region's ports, residents and tourists and contributes an estimated £2.5 billion to the local economy's Seafood Cluster annually.

The work to the bridges connecting Grimsby and Immingham will assist in preventing road closures, helping to secure future jobs in the region, according to Levelling Up Secretary Greg Clark. The Gilbey Road Flyover, Alexandra Dock Bridge and the Cleethorpes Road Flyover all require critical structure repairs, which would result in closure or weight restrictions if allowed to deteriorate further.

Grimsby was chosen as the pilot for the Town Deal scheme, and the government has already awarded the town more than £4.5 million to help renew and reshape the town centre. This includes plans to build 129 high quality, low carbon homes on Garth Lane.

TECH ZONE

A GUIDE TO FUTURE TECHNOLOGY COMING TO A CAR NEAR YOU SOON



SPITFIRE INSPIRATION FOR IONIQ 6 IMPRESSIVE AERO

Hyundai's design team has revealed how they achieved an impressively low 0.21 drag co-efficient for the Ioniq 6, vital for achieving a driving range of up to 382 miles. Once computer simulations were completed, the team headed to the wind tunnel, with a 3,350bhp fan capable of generating 124mph wind speeds.

One critical element is the front active air flap (AAF), which is used to control the air used for cooling – this area alone can produce up to 20% of a car's total air resistance according to Hyundai. The AAF opens at lower speeds and when cooling is required, and its shape and direction also act as a flow guide vane to help direct air to the radiator. When closed, the AAF's valley-like shape instead helps direct air towards the wheel air curtains. These inlets at either side of the bumper take in air, and exits ahead of the front wheels, helping smooth the airflow around them with a wall of accelerated air.

The Ioniq 6 is the first Hyundai to feature "wheel gap reducers". Because of the car's long wheelbase, its short front overhangs created an aerodynamic challenge. In response, the team devised a plastic extension between the front bumper and tyre to reduce the gap and improve the airflow across the spinning wheels. Another tricky area was the rear, and here a "separation trap" has been used between the rear lights and bumper. The aero trick helps guide air away more smoothly to reduce drag. The underneath of the car is also fully cladded to ensure the Ioniq 6 cuts through the air as cleanly as possible.

Inspiration from the World War II Supermarine Spitfire was taken for the rear spoiler – its side winglets are designed to "absorb the airflow from the roof and reduce drag by minimising vortices at the spoiler's tip." This design also helps reduce currents generated at the side of the vehicle.

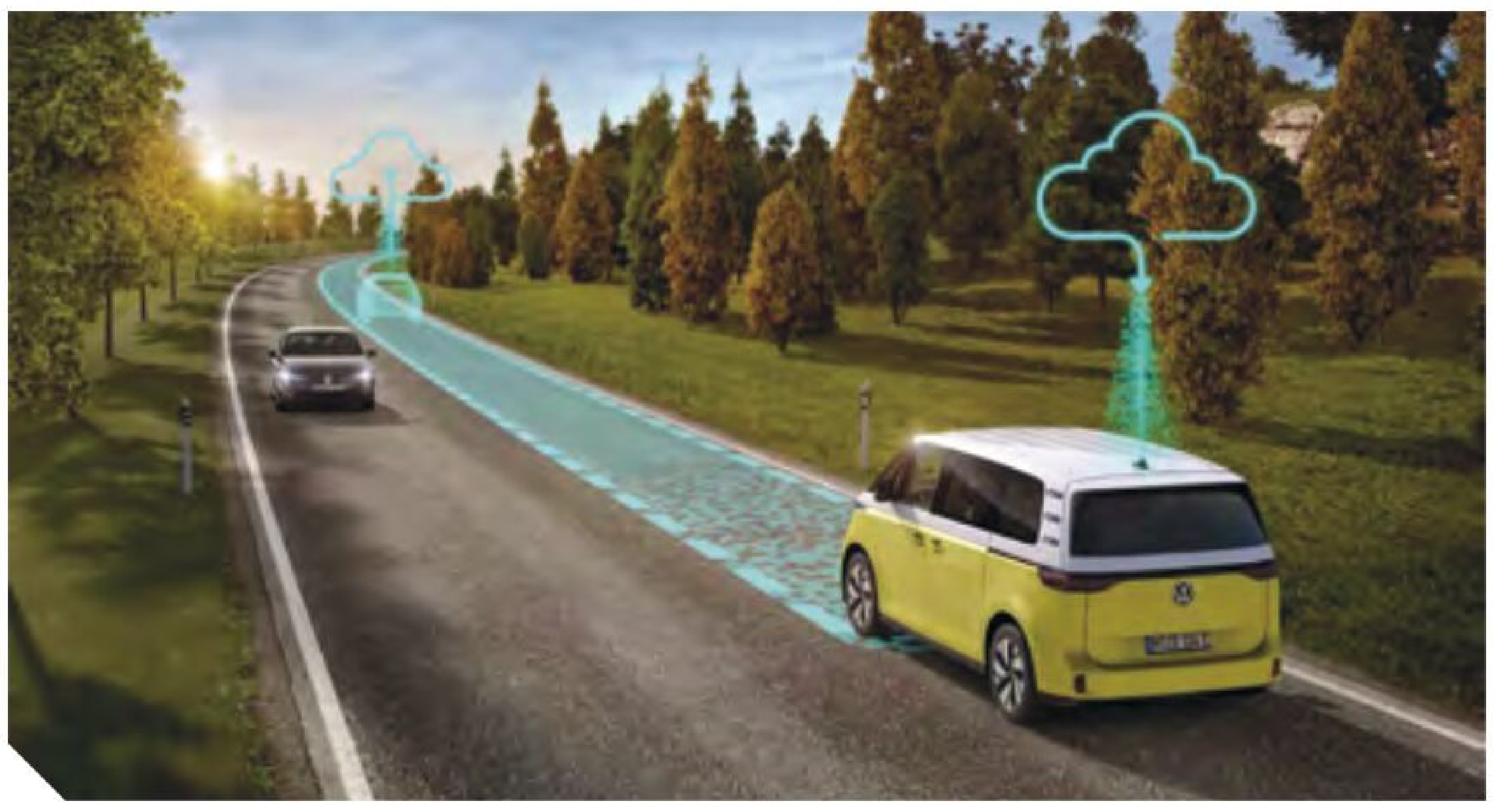
ID. BUZZ INTRODUCES TRAVEL ASSIST WITH 'SWARM DATA'

Volkswagen's characterful ID.Buzz MPV introduces the latest evolution of the brand's Travel Assist driver assistance, using "swarm data" to allow assisted lane changing with a tap of the indicator stalk. The optional system can keep the car in the middle of its lane and maintain a safe distance from other traffic.

It can also adapt to the driver's usual driving style, keeping the car further to the left or right of a lane instead of precisely in the centre, and adjusting the car's speed as it approaches a bend or roundabout, for example. Where anonymised swarm data is available from other Volkswagen vehicles, Travel Assist can also continue to work when just one road lane marking is present. This means it can even extend to country roads where swarm data is available for the first time.

When activated, the latest iteration of Travel Assist can support assisted lane changes at speeds above 55mph on the motorway. The driver initiates the lane change by tapping the indicator in the direction of the manoeuvre, which the car will carry out so long as the car's sensors detect a clear space and the driver's hands are on the steering wheel. While the ID.Buzz carries out the lane change, the driver can intervene at any time.

The ID.Buzz can also be specified with Park Assist Plus with memory functionality. This can allow the driver to "teach the vehicle" up to five parking manoeuvres. These need to be carried out below 25mph and can cover a distance of up to 50 metres. The driver only needs to teach the car the manoeuvre once – pulling onto a driveway and reversing into a garage for example – and save the procedure. The car will then replicate it when requested, with the driver simply observing.



Legal EYE

Motoring Defence Solicitors are road traffic lawyers specialising in drink and drug driving offences. Based out of their central London offices, they provide free advice on a range of offences to motorists nationwide. You can contact Neil Sargeant for free on 0800 433 2880 or visit the website at www.drinkdrugdriving.co.uk.

drinkdrugdriving.co.uk

Driving home for Christmas?

Since the Government legislated to enable councils across England and Wales to impose fines for moving traffic offences, Wandsworth became the first local authority in England to initially issue fines to drivers who exceeded the 20mph limit on two notoriously heavily pedestrianised roads in the borough.

The scheme, implemented to catch drivers travelling in excess of the limit, using council-operated speed cameras, results in drivers receiving a £130 fine as an alternative to three points, which is the usual method of disposal for low-level speeding offences.

The pilot was approved by 32 town halls across London and is expected to be rolled out across the city and beyond. With the roads being particularly congested at Christmastime, these schemes are likely to have a far-reaching impact at a time when many are feeling the pinch at the most expensive time of year.

Speed enforcement initiatives are becoming more widespread throughout England and Wales. From October 2022, as part of the National Police Chiefs' Council campaign against speeding, a new community speed watch initiative has been launched in South Yorkshire. Six pilot groups, operating throughout the South Yorkshire police force area, received training on how to use the safety camera equipment, overseen by a police force representative, as they carry out speed checks. Drivers found to be travelling in excess of the limit during the trial periods will receive a warning letter by post, however, any drivers who are found to be caught repeatedly will be at risk of prosecution via the usual channels.

It seems that the Police are increasingly thinking outside of the box to detect motorists committing offences on our busiest roads, which, as we approach the festive season, become even more congested. A recent two-day operation saw Northamptonshire Police use National Highways' unmarked truck, in a move to crackdown on illegal and irresponsible drivers using the county's major road network. Officers used the HGV super cab to film evidence of unsafe driving behaviour by pulling alongside vehicles. Drivers seen committing an offence were then pulled over by a police car following a short distance behind. Many of those caught were convicted of mobile phone offences.

So, a word to the wise: if you are in traffic, running late, making your way through the usual Christmas crush, it is far better to avoid the temptation of putting your foot down or picking up a mobile phone whilst driving, to tell someone that you will be five minutes late, than risk the expense of a New Year fine from the police or Local Authority.

Neil Sargeant

> “SPEED ENFORCEMENT INITIATIVES ARE BECOMING MORE WIDESPREAD THROUGHOUT ENGLAND AND WALES.”

AUTO JUMBLE

When is a car not a car?

With Citroën selling a model so cute you could park it under your Christmas tree, Simon Hacker hosts a Q and A to unwrap the curious backstory of the interesting new quadricycle.

J'adore le bijou Citroën Ami, but is it true it's not a car? What's going on?

We need to go back to basics first. For a start, there are quadricycles and quadracycles. The former refers to what is broadly agreed as being the proto-automobile, the first workshop efforts at creating horseless transport while borrowing from some handy parts, not least the skinny wheels of a brace of bikes. Hence 'quad' for configuration and 'cycle' for the pinched bike bits. Using an ethanol-powered motor, Henry Ford launched his career with his own quadricycle in 1896 and, as an ominous foretelling of how Ford would one day find more lucre in car finance than car creation, he later bought back one of his models for $60… having initially sold it for $200.

And quad-ra-cycle?

I was getting to that. All you need to know is that the 'a' in quadracycle stands for agony and relates to the slog of propelling this contraption: quadracycles are engineless and are recumbent, multi-seat rigs solely powered by your thighs. Their most recent heyday was in occupied France during World War II, when Charles Mochet's three-speed, wooden-bodied Vélocar was popular because it was often either that or, thanks to the scarcity of fuel, the humble bicycle.

Right, but why is it I'm told a quadricycle is not a car?

Well don't tell anyone, but effectively it is. Look at the Citroën Ami's retail offering: it has an enclosed cabin, seating for families of two, a steering wheel, indicators, handbrake, and the usual go faster/slower pedals. In fact, the Ami is termed a quadricycle only because of the EU's definition of this class of microcar. Run over a policeman's foot in this and you'll face the same driving offence laws as if it was a Transit van, albeit the copper might not notice the Ami's featherweight assault.

Aha, so what's the EU classification?

Well, those alleged costermongers of red tape insist that quadricycles are a type of four-wheeled moped. Back in 1992, lawmakers decided light(er) quadricycles with sub-50cc engines would be operable on moped licence status, but left the interpretation to member states, hence nations such as Finland elected 15 as the threshold. Most of Europe now says 16 to go, but it's another year's wait here. With classic Gallic insouciance, French parents can let their 14-year-olds loose without hindrance. Heavier quadricycles are measured as weighing more than 450kg and sporting more than a 50cc engine capacity, while all types must displace the air around them at no more than 45kph (or 28mph back here). Although the Ami weighs 485kg, it's a light quadricycle because the batteries don't count in the mix.

Are there any cynical interpretations for the EU classification?

You raise a sobering point. If your car design is treated as a moped, you won't be surprised to hear that you don't have to surmount so many safety hurdles. So while the amoebic Ami is brimmed full of brio and zest, it has no airbags, crumple zones or paperwork from the safety gurus at Euro NCAP. And it's perhaps this real-world bottom-line that distinguishes such models from 'cars'. They're banned from the motorway, heavily frowned upon on any road with more than a 40mph limit and, unless your village is rapidly developing into a sprawling suburb, entirely aimed at urbanites.

So it's less than a car but more than a moped – could this be the face of green motoring?

Yes, if your motoring aspirations hover somewhere between a Vespa and the bus and your wallet can absorb nothing more punitive than an extra phone contract. And it's likely we will soon see many more contenders in this class – as Citroën boss Vincent Cobée says, such a machine as the Ami is "unique, brave and disruptive". Is it a quadricycle or a car? The answer, mon ami, doesn't really matter.

Simon Hacker

CITROËN AMI IN A BOX

Power: 8bhp, 5.5kWh battery. **Price:** from £7,695. Finance options from £19.99 a month. Accessory colour packs from £400. **Who can drive:** Anyone with an AM category indicated on their licence, which permits two-wheeled or three-wheeled vehicles with a maximum speed of 28mph (Google is awash with 'Ami speed hack' searches). **Maximum speed:** 27.9mph. **Range:** 46 miles, supplied with built-in three-pin plug to recharge in three hours from a standard domestic supply.

Motor GRUMP!

Size matters

I recently made the acquaintance of Chester's Pepper Street car park, and if you're a local, you'll know what a joy that was.

Apparently dating from the early 1960s and abutting Chester's city walls, the Chester Live website was moved to describe Pepper Street thus: "Cramped, damp, dirty. Ugly, ill-planned, unfitting. Concrete, but not even brutalist – just oblique misery in exposed aggregate."

I'm not sure what 'oblique misery in exposed aggregate' actually means, but it's expressive of the lowering of spirit I experienced when I threaded my wife's decade old Skoda Octavia TDI Estate into Pepper Street. With low ceilings featuring giant concrete cross members and slit like apertures to let day light dribble in, the place was oppressive.

The Octavia is an old school upper medium model, so reasonably big, but not huge, yet it felt on the large side for Pepper Street, with its sharp turns and narrow parking spaces barely big enough to accommodate the hulking sports utility vehicles that many families favour these days.

"Breathe in," I muttered to my beloved as we squeezed past other vehicles and continued our search for a vacant bay. Eventually we found one, and very slowly reversed into it, the clearance between our doors and the neighbouring cars was so insignificant that the manoeuvre put me in mind of toothpaste being squeezed from a tube.

This made getting out of the car somewhat problematic. The doors couldn't be fully opened, and had to be handled carefully to avoid the risk of banging them into an adjacent car's flank. It turned out that we were skinny enough to limbo through what gap there was between doors and B-pillars, but extracting the dog from the back seat required contortions that my ageing lower back objected to, which caused my long suffering better half to endure the pain of me moaning about it.

The brutal truth is that building new car parks isn't an option for many towns and cities like Chester, and the cars we drive now are too big for the ones we've got. In particular, cars have become a lot wider, and the bulking up trend seems to be infecting many electric vehicles in particular, but we'll come back to that. Vehicle makers seem to find adding the odd inch or two to long running products almost irresistible, until they are entirely altered. Take the Volkswagen Polo. This started life in the long ago 1970s, and was actually conceived as an Audi (a few escaped wearing Audi 50 badges). It was about 11 ft long and five foot wide. The current one about two foot longer and seven inches broader of beam, also means the car is larger than the original Golf.

Today's MINI, in whatever guise, is anything but. I followed an Issigonis original not long ago, and thought how small and vulnerable it looked. This masterclass in packaging was a smidgen over 10ft long, and just 4ft 7 inches broad. Pepper Street car park could easily accommodate one. The girthsome 2022 Cooper would find it more of a squeeze, being 13 inches broader and 12ft 6 inches long.

The 'size matters' mantra appears to being applied to electric cars that have the advantage of being clean sheet designs, for which there are some interesting packaging opportunities. Take the interesting looking Hyundai Ioniq 5, a five-door family hatchback that's 15ft long and 6.2ft wide. Its Kia EV6 cousin is an inch narrower, but fractionally longer. They're both unashamedly big cars, but I wonder whether their replacements will be bigger still.

I know vehicle design is as much the product of legislation, marketing requirements and customer tastes as engineering, and generally speaking, people are bigger now than they were when Pepper Street car park was the future rather than an 'oblique misery in exposed aggregate,' but modern cars need to go on a diet and many of them would benefit from being smaller. This would make our miserably crowded roads just that little bit more bearable, and if people learned how to park properly, would create a bit more space for them to do so, even in the Pepper Street car park.

Martin Gurdon

BRIGHT SPARK

A cautionary tale

The path to the big electric switchover continues to be a bumpy one. Electric cars are selling well but they are still expensive by most buyers' standards, whether new or second hand. The high prices seem to be the result of tight supply conditions resulting from chip shortages and other supply chain issues and remind us that availability and pricing in the market depends heavily on what is going on upstream in terms of the development and supply of EVs. There, the electric revolution has put everything up for grabs. Established names like Mercedes-Benz are being challenged by Tesla, and electrification has breathed new life into an old brand, MG, in the most unexpected way with cutting edge electric technology, married, in the case of the MG4, to avant-garde design. And there's plenty more where that came from, namely China, which hosts a multitude of new players who might steal the European manufacturers' lunch one day.

And that all shows us that electrification presents a challenge, not just to established automotive brands, but also to established centres of car production – even, or perhaps especially, Germany which has one of the strongest motor industries on the planet, and where Ford's factory in Saarlouis looks set to close in 2025 because it doesn't feature in the company's electric switchover plans. Car plants rarely close in Germany. Even when manufacturers have failed or been taken over – for example, Borgward, NSU and Glas in the sixties – their factories have generally continued to operate under new ownership. The only recent case is the closure of the Opel plant at Bochum in 2014. You only need to look at the large price difference between the Volkswagen ID.3 and the similarly sized and similarly capable, but much cheaper, MG4 to sense the sort of fear that must, or at least should, be stalking the corridors of the headquarters at the major German car manufacturers these days.

So what about the UK? A restructuring of operations in preparation for electrification was implicated in the closure of Honda's factory in Swindon in 2021, and October alone saw three worrying developments that cast further doubt on the ability of the UK's automotive sector to make the transition.

> "...WARNING SHOTS SHOW THAT THE FUTURE OF THE BRITISH MOTOR INDUSTRY CANNOT BE TAKEN FOR GRANTED."

The first blow was the news that Britishvolt, one of the UK's most promising EV-related initiatives was in trouble. The company, which was planning to make a multi-billion-pound investment to establish a battery gigafactory in Northumberland is currently in a state of limbo, relying on interim funding from one of its backers, Glencore, to keep going. Battery gigafactories like the one planned by Britishvolt are vital to the survival of the UK industry. In the long run, British built electric cars probably need British batteries, both from the point of view of the logistics and also to meet local content rules for export, which have been complicated by Brexit.

This was quickly followed by confirmation that BMW would stop making electric Minis in Oxford. In future, a new small electric Mini, the Aceman, will be built in China with a local partner, while electric versions of the larger Countryman are set to be made in Germany. Oxford had been making about 40,000 electric Minis each year. While the assembly of additional petrol Minis will help keep Oxford's production lines running, it's still disheartening for the UK to lose, at least for now, one of its most significant footholds in the emerging world of EV production.

The final setback was the decision of the promising UK EV start-up Arrival to shift the focus of its operations to the US. A big order for 10,000 electric vans for the logistics company UPS now looks set to be met from an American production facility rather than from the company's base in Bicester. One factor in the shift is said to be the introduction of tax breaks for electric vehicle production under the Biden administration's Inflation Reduction Act, which contains a huge variety of measures designed to get the US economy going.

Still, all is not lost. Britishvolt's gigafactory may yet be built, while BMW's Oxford plant lives to fight another day, albeit without EV production for the time being. Arrival's decentralised business model foresees production being distributed across several so-called microfactories rather than being consolidated in large plants – perhaps that will still allow the UK to grab a slice of the action in the future. But these warning shots show that the future of the British motor industry cannot be taken for granted.

David Wilkins

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WHEN WRITING TO THE DOCTOR, PLEASE GIVE HIM AS MUCH INFORMATION AS POSSIBLE, INCLUDING MAKE, MODEL, ENGINE SIZE AND YEAR OF MANUFACTURER, IF APPLICABLE

THE DOCTOR

...with no patience

GOT A DIESEL DILEMMA? HAVE YOU HIT ON A HYBRID BRAIN TWISTER, OR ARE YOU HAVING AN ELECTRIC EPISODE, THEN GET IN TOUCH WITH THE DEAR OLD DOCTOR. ALL OF YOUR TECHNICAL QUESTIONS AND PROBLEMS ARE ANSWERED BY OUR RESIDENT SHARP-TONGUED EXPERT

RAIN PAIN?

My two year old grandson thinks it's fun to chuck his toys on the floor, and he does that in the car, so his favourite teddy ends up under the front seats of his dad's Mk2 BMW 118d.

When my son was crawling about rescuing it, he noticed that the seat cushion frame had surface rust. He's now found it on both front seats. Does this mean that his car leaks? It doesn't feel damp, the carpets seem to be dry and it isn't misting up, but if there is a problem, it's only going to get worse. Is there anything he should be doing to cure the problem?

Yours faithfully,
Geoff Loynes

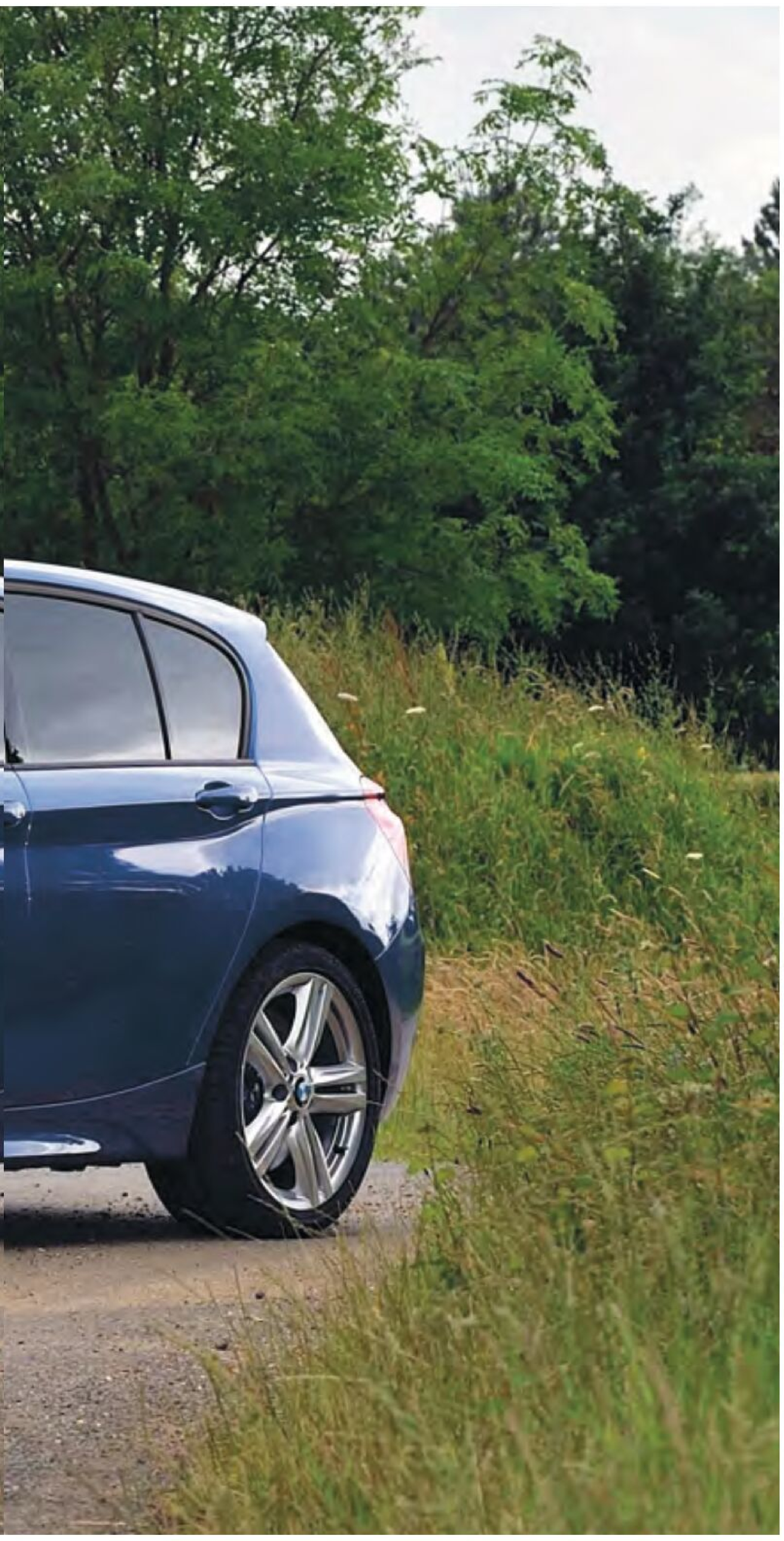
P.S. We noticed that one of the headlamps has condensation, so water is getting in there too.

Greetings Geoff,
These compact BMWs are pretty well screwed together, and although cabin leaks are not unheard of, they haven't been a major problem in the same way that they were with the original Honda Jazz, which can suffer tailgate rubber seal problems and spare wheel wells filled with water. Some owners have drilled holes in the well floors to let the water out. Oh dear, I seemed to have wandered from the subject.

So, back to your son's F20 1 Series. My guess is that it's a 2012 car that was made in November of that year. For some reason these BMWs, and the corresponding 3 Series models built at the same time, had what I assume was a metallurgy issue with their seat frames, and surface rust was the end result. There's no suggestion of active, structural rot, and since you more or less have to get on all fours to see the problem, I wouldn't worry about it, particularly on a ten year old car.

As for the headlamp water ingress, this is apparently a common, age-related problem for which there isn't an obvious cure, so I wouldn't recommend taking the unit out and looking for seams that could be sealed with mastic.

I'm not sure that I've been much help, other than hopefully providing reassurance, but I would like to offer some advice about something else.



Your son's car is one of a group of BMW oil burners with chain-driven engines, and those chains have a reputation for stretching and snapping, with very expensive, sometimes very terminal results.

I'd recommend strongly frequent oil changes and that these should be religiously observed. Changing the lubricant every couple of years is not a good idea. I'd suggest regular 10k changes, and would drop these to 8k if the car is being used for short, stop/start work, such as regularly taking your grandson to nursery during the rush hour. If the car covers a really low annual mileage, and like an ageing actor spends a lot of time resting, go for an annual oil change cycle.

This will hopefully future proof a car that still has some value in it, and avoid a much bigger bill in the process.

Doctor

NOT QUITE THE ULTIMATE DRIVING MACHINE

Dear Sir

I run a 2018 BMW X1 in M Sport specification and have noticed that the centres of the alloy wheels have some sort of corrosion. This is my sixth BMW and I have not had any problem with alloy wheels in the past. What can I do to get rid of the problem without going to a great cost?

Stephen Davies

Dear Stephen,

Your alloy wheel conundrum had me scratching my balding cranium. From the photographs you've sent it looked as if the metal surrounding the wheel centres was being attacked by caterpillars with a taste for aluminium, or that you kept encountering some very high kerbs.

Joking aside, and perhaps I shouldn't be making light of what is clearly a frustrating state of affairs, I assumed that the problem related to lacquer peel and water ingress, with the latter working its way under the former and causing the damage, but this wasn't a hard and fast diagnosis, because I simply didn't know. So, since I'm a mix of agony uncle and vehicular general practitioner, I did what all generalists do, and asked a specialist.

This is Ian Bassindale of Tonbridge-based alloy wheel refurbishing company Spit and Polish, and he soon came up with an answer, which was a bit of a surprise to me. He said:

'Corrosion on these BMW wheels (and Mercedes-Benz wheels too) tends to come from either the cast of the wheel itself or via the centre cap. Yes, that's correct, the centre caps on BMW alloys corrode around the outer edges where the thin metal pressed badge is folded over the plastic backing. This starts to swell up and causes the lacquer to crack around the centre of the wheel bore, which in turn causes the wheel to corrode. The other key cause is when the wheels are balanced. Any contact with the tread of the wheels balancing machine again will cause damage. We are able to refurbish many diamond cut alloys, but only offer a maximum of six months warranty, because sometimes the wheels will corrode again within this time, but others will last a lot longer.'

So, we have an explanation, but one that doesn't actually solve your problem in a practical, long term sense, in that your wheels need re-cutting, and I'm not going to quote prices for this, as they vary enormously from specialist to specialist. However, given that the conditions for the problem to return will still be there once your wheels have been refurbished, and improvements could well be short lived, unless you're lucky, I'm not going to recommend that course of action either.

Of course, you could have gone down the re-cutting route already, and if you have, you'll know that the process makes the metal thinner, so can only be carried out a finite number of times. So, you're faced with either putting up with the damage, taking a risk and have your wheels repaired, or digging deep into your pockets and buying a new set of alloys, which in a few years could suffer from the same malady.

Modern alloy is light, strong and can be machined in ways that would once have been impossible, but constant exposure to the elements will cause it to oxidise just the same. I once interviewed the managing director of Fertan rust inhibitor, who suggested that anything that made an air tight seal would stop rust in its tracks. 'Marmite would work,' he said. 'As long as you didn't wash it off.'

The Doc

CAMPER QUESTIONS

I grew up in the 1970s and have happy memories of holidays in Cornwall in my grandparents' rear-engined VW camper.

Their van was a 1972 built Devon conversion with a concertina roof, and as a kid it seemed huge. There were no seatbelts in the back and us kids used to roam about in a way that would have the health and safety police after you today.

I always hankered after a 'bay window' VW camper, but they're all very old now, and the good ones are well outside my price bracket. Also, now I'm 6ft 2 and grown up, they seem small. We've come on a bit with crash safety, and I wouldn't much care to be in an accident in one of those vans.

I still like the idea of owning a completely mobile holiday home, but don't want to spend a packet and wondered about a T4 VW Transporter-based camper. It's not huge like some RVs, and is narrower than a Transit van, making parking easier, and it's a great looking, iconic camper. Only thing is, I have no idea how to spot a good one, what the strengths and weaknesses are, and don't want to buy a pup. I don't know if this is something you'd have an opinion about or not, but if you've got some advice, I'd love to hear it.

Jim Wood

My opinion is that in a world of clean air zones and ever-tightening anti-pollution regulations, buying a vehicle engineered thirty years ago is a risk. The T4 Transporter was sold between 1990 and 2003, so even the youngest ones turn twenty next year. Just how easy and practical will they be to use in, say, five years time? Visit Bath, and you'd have to pay £9 for the privilege, and I suspect your camping trips will be planned as much by places you'd have to avoid, pay a charge, or risk a hefty fine if you drive into them by mistake (£100 in London), as ones you've gone out of your way to visit.

So, my personal recommendation is go for something younger with lower emissions, but if you're still set on a T4, which is a bit of a modern classic, I've asked people who know their strengths and weaknesses what you should look for and there are some common issues.

The first is rust. A particular weakness is the bottom of the windscreen frame, which is prone to rotting out. Fixing this properly means removing the bonded windscreen. The front crossmember behind the bumper can rot, and these vehicles have a reputation for oxidising wheel arches and inner and outer sills. Door bottoms go frilly too, and if you're going to look at one of these things, wear old clothes, take a torch and worm you way underneath to check the general state of the floor pan. Front doors are big and heavy, so check for hinge drop, and make sure the side door doesn't flap about on its runners.

Panel gaps should be nice and even, indicating a vehicle that hasn't been parked by ear. Look at rubber door seals, as these can age, letting floor pan and carpet rotting rain water into the front footwells.

Mechanically, the T4 had normally aspirated and turbocharged 1.9 motors, plodding, turbo-free five-pot 2.4s, and from '96, well liked 2.5 five-cylinder turbos. I'd suggest the 1.9 turbo as being not too slug like and cheaper to maintain. The 2.4s have a reputation for head gasket problems, but are tough and dependable if properly maintained. As with any used diesel, check for fluid leaks and oil/water mayonnaise on the dipstick and inside the expansion tank. Start from stone cold. If the van has been standing for some time, there could be some hydraulic tappet chatter, but the engine should idle smoothly when cold and hold its temperature when hot.

Apologies if this is stating the bleeding obvious, but service histories are good, particularly those that show recently changed cambelts and water pumps, as this will reduce the risk of misery.

Five-speed manuals are tough, but listen for weary bearings in each gear (not forgetting reverse) and make sure the change is clean. Some of these vehicles have covered enormous mileages, and tired transmissions can result. Clutches are hydraulic, so check for leaking master cylinders by looking for fluid dribbling down the clutch pedal.

These are heavy vehicles, so listen for bush-related suspension clonks, check for even tyre wear, play in the steering, and excessive pulling to one side. Brakes should be strong and wobble free. If you think they're not up to scratch, there's a brake force distribution valve on the rear axle, and if that's out of adjustment the system will be below par.

The instrument cluster's printed circuit can suffer solder joint failures, leading to intermittent erratic readings, so check that all the gauges work. Another alarming malady is an oil pressure warning buzzer, whose ageing circuitry can suffer from confusion and false alarms. VW calls this thing a 'dynamic oil pressure warning system.' Owners refer to it as 'the buzzer of doom.'

I'll finish with three points. Avoid vans with DIY wiring mods or risk suffering hard-to-trace electrical niggles. Test every camping feature to make sure things like the heating and three way fridges work in all their modes. This will take time and logical deduction, but will repay you in the long term. And finally, take a ladder to check for damaged GRP high tops or ailing folding roofs. Standing on your toes won't do. I've left out a load of T4 stuff, but you can find a lot of it by googling.

If I were you I'd go for something younger, but since I'm not, best of luck.

The Doctor

DEVIANT BEHAVIOUR

Hi Doc,
I hope all at Diesel&EcoCar are well and enjoying life post Covid. Albeit now replaced by the cost of living crisis, although I suppose we should be thankful that at least we don't have to hide away for months in isolation any more, but I digress.

My wife picked up her new Motability car this week, many months later than would have normally been the case. Given our increasing years, we opted for a DSG version of the Skoda Kamiq 1.5 TSI, which in most respects is a great driving car, and even with only 100 miles on the clock is averaging over 40mpg in a variety of mixed driving, which will no doubt improve as the engine loosens up.

I have two gripes, however. The first is the lane departure system, which damn nearly put me off the road the first time it decided to operate. Yes, it can be disengaged, but as you probably already know, this must be done every time the car is restarted. I'm sure the system is well intentioned, but on a motorway in the dark at speed this sudden intervention could cause a terrible accident. What is so wrong with an audible warning?

Which brings me to my second gripe. Why must all new cars have 'virtual' touchscreen controls? In the VW Group in particular, the heater controls are part manual and the rest via the information screen. My dear wife, not commonly used to profanities. read the problem perfectly "Worse than the use of a £!!%$$*** hand held phone," she said. A sentiment with which I totally agree with!

Between so called smart motorways and new technology, I really do despair! I guess in the end I'm just another old luddite, and if that's how people see me, I'm more than happy.

As always, keep the key pads tapping and regards to all at Diesel&EcoCar.
Eddie Minford

Dear Eddie,
I don't know who said 'a prejudice confirmed is a prejudice enjoyed,' but you will hopefully be pleased to hear that you have a kindred spirit hunched at his keyboard in Doctor Diesel Towers. Some new cars are just too clever for their own good.

I recently drove a new Skoda Fabia, one of the petrol triples. It was an entry level vehicle, so not actively dripping with technology to fuddle my poor old brain, but it did come with a long list of active and passive safety kit, which is to be applauded, including lane departure kit, which wasn't.

The Fabia is no longer a small car. Like its VW Polo and SEAT Ibiza cousins, it has grown and grown with every iteration, and the current one is now bigger than a Mk2 Golf. This made threading it down country lanes a business that required concentration, and on one badly metalled road with the merest hint of faded white lines running up the middle of it, the lane departure genie kept popping up and wrenching the steering wheel so that the car jerked left and headed for the hedges and anything solid they concealed.

Often, I'd breached the crown of the road with good reason, as the outer edges were cracked and potholed and I didn't want the nearside front alloy wheel to smash its way through one of these maws, and found that I was actively fighting the steering wheel to make the car go where I wanted it to, rather than the lane departure gear deciding for me. This was frustrating, and on a couple of occasions actively alarming. I really didn't feel I was in full control of the vehicle. As you say, lane departure can be turned off, and I can see why having it as a default setting makes sense in overall road safety terms, but presumably deliberately making the process a bit of a faff is intended to discourage this course of action, which I think is wrong.

A simple activation/deactivation button or screen icon would get my vote, one that could be accessed when road conditions would make this useful, such as my country lane journey would have made things safer rather than the other way around. Many cars have something similar ergonomically for traction control, so why not this? Actually, speaking personally for a moment, I'd much rather have the sort of lane departure technology that vibrates the steering wheel and leaves the driver in control.

And regarding controls, I'm with you on the mash up of buttons and touchscreen commands that many car makers seem to indulge in. These things are technically dense for the technically dense (and even some people who aren't) and finding functions can have the quality of peeling an onion, with one command leading on to the next so that unless you have repeated exposure to the requisite sequence of commands, they can be time consuming to unearth.

I'm sure this is in part a generational thing and that people who are young (from my perspective that's thirty and under) simply have more confidence about diving in and finding stuff in this electronic morass.

A penultimate thought. I suspect that the sheer quantity of functions are included not for their collective usefulness, but because they give a car showroom appeal and a perceived advantage over its nearest rival on checklists of toys. They also give sale people things to demonstrate on cars that, in many other ways, are often very similar to one another.

Finally, the purpose of this column is to solve problems and make readers feel better. Usually that's my job, but in this case this function is down to you. I've had a good rant and it feels great. Thank you.
Doc

HOW IT WORKS

20mph UK speed controls

More and more 20mph limits are being introduced on British roads. It's easy to feel that they are a touch annoying, particularly for those who don't always drive up to the 30mph limit, but adjust their speed to reflect the perceived risks. But we're going to have to get used to them, and some people will sooner than others. Along with increasing UK-wide numbers of 20mph speed controls, Wales is planning that for all urban roads there will be a 20mph limit by September 2023, and the same move is planned for Scotland by 2025.

A recent representative survey of UK drivers showed that 44% supported urban 30mph limits being reduced to 20mph, up from 31% in 2014, and nearly 90% of drivers supported 20mph limits near schools. Safety for pedestrians was universally agreed as the main priority, whilst concern for cyclist safety doubled between 2014 and 2021. Public support like this is always a sound basis for enforcing any new law, and the case for 20mph maximum speeds in towns and cities seems to be increasingly persuasive.

Historically, the Yorkshire city of Hull led the way, with widespread introductions of 20mph limit zones in the city in the 1990s. It led to a reduction in serious and fatal injuries by 90% in those locations. Following this, in 1999 the law was changed, giving Highways Authorities more power to introduce 20mph maximum speed restrictions. It made two distinct types of speed control possible; 20mph limits, which consist of just a speed limit change to 20mph, usually from 30mph, indicated by 20mph limit and repeater signs, and 20mph zones, designed to be self-enforcing by the introduction of traffic calming measures. The legislation suggests 20mph limits are more appropriate for roads where average speeds are already low (below 24mph), whilst the 20mph zones would employ traffic calming measures where existing average speeds are higher. Special options allow for variable and/or part time 20mph limits, typically near schools. Traffic calming programmes can incorporate a range of measures to encourage drivers to reduce speeds, with four main techniques, along with signage. Measures like the familiar vertical road surface deflections, or speed bumps, and things like road narrowing, or chicanes, often using central islands.

> “HISTORICALLY, THE YORKSHIRE CITY OF HULL LED THE WAY, WITH WIDESPREAD INTRODUCTIONS OF 20MPH LIMIT ZONES IN THE CITY IN THE 1990S.”

But the 1999 legislation didn't really lead to widespread introduction, and a fresh review of road casualties in London between 1986 and 2006 was published in the British Medical Journal in 2014. It demonstrated that new 20mph zones had in fact significantly reduced the total number of casualties by over 40%, and were very effective in preventing fatal or serious injuries to children, reducing the figures by 50%. Since then, the pace of 20mph speed control introductions has gradually accelerated, supported by community groups like "20's Plenty for Us", but there's still strong evidence that 20mph speed limits can lead to disappointingly small reductions in vehicle speeds. A 2017 survey by Brake – the road safety charity – and Churchill Insurance of 2,000 drivers revealed that more than half of them admitted to driving at 25mph or faster in a 20mph limit, with 25 to 34 year old drivers most likely to do so. Drivers were generally more supportive of 20mph speed limits solely by signage though, rather than those employing traffic calming, but do motorists generally respond to just signs alone? Maybe the enforcement of 20mph limits is a problem, and cameras might be the answer?

Regarding the side-effects of speed reduction devices used in 20mph zones, research to evaluate the impact of road humps showed no evidence of any vehicle damage from the road humps or significant and permanent changes to the vehicle’s suspension systems. The report also concluded that the levels of discomfort caused by the humps were generally acceptable if traversed at speeds of between 15 and 20mph, and that only occupants with spinal conditions might be affected. The findings suggest that those who complain most about traffic calming devices are those regularly exceeding the prevailing limits. Maybe the clinching argument in favour of 20mph limits is that 54% of drivers would support a 20mph limit outside their own home! The recent growth of 20mph limits and zones comes from pressure from road users, and safety organisations, who are being driven to demand protection for pedestrians and cyclists. Where electric scooters fit into this situation is anyone's guess, since they are supposedly legally limited to 15.5mph, and the 20mph zones should have no effect, other than protecting scooter users from other speeding drivers.

Fuel for THOUGHT

Enough is enough!

Thumbing back through the pages of a mid-2018 copy of Diesel and Eco Car, with some purpose, I was seeking examples of what were the highest-powered, and most costly vehicles in our data pages. Back then considerably more diesels were in evidence, and a good number of petrol fuelled performance cars were missing on account of high emissions levels. Alphabetically, Audi's Q7 topped out with 429bhp, with 664lb ft of torque and a 2,330kg kerb weight, at £89,905, two BMWs, the M50d X5 and X6, offered 375bhp and 546lb ft, for a more modest £72,000, whilst Bentley's £137,615 Bentayga, with 429bhp, shared the Audi Q7's output figures. The Range Rover could only muster 335bhp and 546lb ft for a rather substantial £168,410, whilst Mercedes-Benz were well off the pace. Fast forward to an all-electric October 2022, and Audi's power king is now the 637bhp e-tron, with 612lb ft of torque, BMW offers a relatively weedy 610bhp in the iX M60, but along with a massive, diesel-like 811lb ft of torque, whilst Mercedes-Benz offers 649bhp and 701lb ft in the fearsome EQS, all of them of around the same weight of 2.7 tonnes. Most of their top speeds are necessarily limited, some to 155mph, some lower, with the exception of several Porsches that will hit 196mph. The 0-62mph times of some of these missiles fall below three seconds, all below four seconds. What about Tesla? In Britain they max out at a mere 527bhp with the Model Y Performance, but in other markets the Model S Plaid, with over 1,006bhp and a 1.99 second 0-62mph is available. Can such maniacal performance levels be justified? Surely it's time to use sensible technology to limit such performance to race circuits and test tracks, and electronically govern their power and speed on public roads? I certainly don't want to meet any owners using these beasts to their maximum potential, and all the technological effort devoted to such performance makes no sense whatsoever, when it could surely be used to far better purpose?

What's my reasoning, and why do I think action should be taken? Well, we're all in the same boat on this planet that's generally accepted as being on a one-way ticket to oblivion, unless we do something seriously soon to arrest global warming, and road transport emissions are a significant contributor. The outright fraud being perpetrated by calling all-electric vehicles "zero emissions" has to be stopped. For a start they are not truly "zero carbon" in their operation, both on account of the irreplaceable fossil fuels used in their manufacture, and of the electricity that they use. Britain's electricity on average costs 250g of CO_2 per kilowatt hour generated, but every new EV registered demands power from natural gas fired power stations that generate over 500g of CO_2 per kWh. Unless it's charged up during the night maybe, when the electricity can be very green. It means even the cleanest and most efficient small EVs still effectively emit at the very least 100g of CO_2 per km travelled. Factor in the manufacturing carbon count, spread over a ten-year life, and few EVs start to show any net environmental benefit over fossil fuel cars for tens of thousands of miles, and far less benefit thereafter than electric vehicle fanatics care to admit.

But the human race is rapidly becoming a civilisation seemingly bent on self-destruction, and it's all so shallow and pointless, producing cars with such crazy performance potential. In demanding action, who am I hoping will respond? Only governments will prevail, and it's no use financially penalising the folk who make the cars, and who drive them, because there are always enough of them with the money to pay the penalties, or the taxes. What have faster and more powerful road cars ever done for us? It rather shocked me to read of one of our own writers doing 200mph on a public road. Pure madness, and I think he felt the same. Let's get some sense back into motoring and devote some money and effort to helping solve some real-life travel problems. I'll finish by asking you to look into the future that we are being promised, when these cars that I am condemning will, apparently, be set free on our roads in the hands of robots! It's a terrifying thought!

Victor Harman

DMAIL

This is your chance to write to the team about any kind of motoring issue. Don't hold back, good or bad, and whatever the subject, get it off your chest. Do you need buying advice or help with a motoring related issue? E-mail all of your comments to editorial@dieselcar.com and you could even win a prize for your trouble thanks to Sealey Power Products. Our star letter is rewarded by an exciting gift, so get busy tapping away at your keyboard or scribbling away on paper, we really welcome your views, whatever they are.

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STAR LETTER

SEALEY

The writer of this month's star letter has won an 8-piece fine tooth stubby ratchet screwdriver set worth £27

Drop us a line and you could win next month's star letter prize of a rubber bottom tool storage bag worth £51

STAR LETTER

THE MOTORIST IS AN EASY TARGET

Dear Ian
With the country in disarray due to incompetent politicians, no doubt the motorist is in for a kicking over the coming months, to raise extra revenue. The rise in fuel prices over the past few months obviously hasn't been enough of a boost to the coffers, thanks to the increased taxation raised as the pence per litre of fuel goes skyward.

And the diesel motorist is being punished exceptionally hard as the difference in the price between petrol and diesel gets ever wider. I am still yet to see an explanation as to why that is, so maybe you could help to enlighten me.

If the Chancellor wants to raise revenue somewhere, I think it is about time that electric car owners paid vehicle excise duty. Why should they get away with paying nothing for the roads, especially as their cars are generally heavier and therefore causing more damage to them in terms of wear and tear, compared to a traditional petrol or diesel car. I realise that the government needed some incentives to get the ball rolling, but the momentum is such that I think that the market could stand the withdrawal of the concession.

Thanks for a great magazine, I read it from cover to cover every issue, and often return to read it again.
Michael English
By e-mail

Dear Michael
I think you may have a crystal ball, as the Chancellor has just announced exactly what you are suggesting, and from 2025, electric vehicles won't benefit from the concession of free vehicle excise duty. It will be interesting to see what this does for electric vehicle adoption, especially as the majority are over the £40k threshold and so will attract an annual payment of £500 after year one. It certainly makes petrol and diesel cars more attractive.

As to the price differential between petrol and diesel, there are a number of factors working against diesel right now, and that is combined with a personal belief that the fuel retailers aren't passing on all of the savings that they are seeing on the wholesale market, profiteering along the way. Both diesel and petrol are taxed at exactly the same rate and traditionally there has been a 2p or 3p difference in the price. We had become reliant on diesel supplies from Russia, importing around a third of our supply, and while the EU haven't banned imports as yet, the UK has already done so, and alternative sources have needed to be found. As you can imagine, supply and demand comes into play here, and again a bit of profiteering, and so the price is more expensive than it was when the supply was plentiful from Russia. If you add in the factor that as winter bites, more diesel is consumed in home heating, the prices rise to take into account the demand and scarcity of the supply of diesel. As a country we produce more petrol than diesel, and because there is a surplus of petrol from what we produce, the fuel producers want to get rid of the excess and so price it more keenly. That's then passed onto the retailers and eventually the consumer. Finally, diesel traditionally has more additives in it than petrol, and so these are added, which puts the price up a little, too. All in all, it's a perfect storm and it is the consumer that is being hit in the wallet.
Ian

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MORE THAN JUST GENDER

Dear Ian,
I was saddened to hear of the death of Sue Baker, whose contributions to your magazine I always read with interest.
My sadness was tempered somewhat, when I learned she had died of Motor Neurone Disease; an exceptionally unpleasant condition, so her death was probably for her, a merciful release.

In the tributes written about her, much emphasis was placed on her gender. The first woman motoring correspondent, first woman on Top Gear etc., all of which I thought rather missed the point. Put simply, her prose was always with the time to read and her work on television always worth the time to watch. Her personal point of view on motoring matters was one with which I and many of her public shared. Her death is a loss to us all.

My condolences to her family, friends, and work colleagues.
Kind regards,
John Gregory

SORELY MISSED

I was very sad to see Sue Baker had passed away, she really will be sorely missed.

I have read with interest and followed her exploits firstly on Top Gear and in the CSMA magazine, and latterly Diesel Car. Her articles were always interesting and well informed.
My thoughts are with you all.
Martin Rutley

A HARD ACT TO FOLLOW

Dear Ian,
I am saddened to hear this morning of the loss of the motoring journalist Sue Baker. Sue was an inspiration to motoring enthusiasts over her lifetime. I watched her on television where she occupied a major role in Top Gear and read her words in many sources. She was the voice of old school common sense, with an intelligent practical experience of so much of motoring. She had been there and done it! She had been round the block and talked and wrote in a manner that proved it.

Thank you Sue for all your efforts. A hard act to follow!
Respectfully,
Michael Scott

PRICE DIFFERENTIAL

Hi Ian
I am perturbed at the difference in price between petrol and diesel. In Aberdeen it can range between 25p and 30p per litre. For years it has been a very small difference between the two. Is there really a valid reason for this vast difference, or is it a plot to get us out of our diesel cars that the Government encouraged us to get into a few years back?

I will be interested to hear your personal opinion or facts on this matter.

Regards
Donald MacGregor

ONLY A MATTER OF TIME

Dear Ian,
I always thoroughly look forward to the magazine every month and have a brief question for you. Can you (in layman's terms please) offer an explanation as to why diesel is now 25 to 30 pence more expensive than petrol?

I also note in today's papers that there is speculation that in the government's "Autumn Statement" due next week that EVs are no longer going to be exempt from road tax. It was only a matter of time before this happened in my opinion.

Kind Regards to you and all the team.
Morgan Murray

THIS MONTH

NOTES, THOUGHTS AND EXPERIENCES LIFTED STRAIGHT FROM THE PAGES OF THE EDITOR'S DIARY

9TH NOVEMBER 2022

The trip to test the GWM Ora Funky Cat was very nearly thwarted, courtesy of the campaigners on the M25. What should have been a two-and-a-half-hour journey turned into a five-hour nightmare. I think the guys at International Motors, importers of the Funky Cat were surprised to see me, but if I say I'm going to be somewhere, then I'm there. And once I had arrived, I had a few hours to enjoy the considerable charms of the Funky Cat, though its £31,995 price tag appears steep at first. It is, though, exceptionally well equipped, featuring equipment that many rivals don't have. It looks pretty compact in photos, but it is exceptionally roomy, and size wise, is measurably similar to the Cupra Born, Renault Megane E-Tech and Volkswagen ID.3. While it isn't quite as tall as those vehicles, you would never know it from inside, and in particular in the back, there's acres of leg and kneeroom, even if a particularly tall driver is up front. My review will be in the next issue.

For those that haven't heard of GWM, it's an abbreviation for Great Wall Motors of China, and they last sold the Steed pick-up truck here, launching in 2012. Ora is a sub-brand of Great Wall Motors and Funky Cat is the model name. The brand is imported into the UK by International Motors, the same company that has been selling Isuzu and Subaru products for many years, and now looks after the aftersales business of Mitsubishi. Further back they also used to import Daihatsu into the country, so they have considerable expertise. GWM Ora dealers are springing up around the country, with four in business already, and there's a desire to add one extra location each month. If you live close to Braintree, Bristol, Glasgow or Wolverhampton then you're in luck, otherwise you can buy a Funky Cat online.

15TH NOVEMBER 2022

Took a trip to Ford's UK Campus (headquarters) in Dunton in Essex, to learn about the future of Ford. Having recently announced that it would end production of two of its stalwart cars, Ford fans are understandably nervous. While everything that I saw there was highly confidential, and I had to sign my life away to promise that I won't reveal anything that we spoke about, I can tell you that the future is exciting, even if there won't be a Fiesta in the line-up after next year, and the Focus ends production in 2025.

Ford is moving away from the traditionally unprofitable areas of the business and is pushing ahead with its plans to electrify the line-up. Plans that are already in the public domain centre around a pure electric version of the Puma and next-generation Tourneo Courier, as well as a pair of SUVs that are based on the MEB platform that underpins the Volkswagen ID.3 and ID.4. A joint venture agreement will see those being produced in Cologne, Germany, replacing the Fiesta that is currently made there. Time will be called on the supermini by the end of June 2023, with the production plant then kitted out to produce a so far unnamed SUV there. It'll be joined by a larger model, using the same VW-sourced scalable platform. With both the demand for electric vehicles and SUVs continuing apace, it seems like a sensible approach.

Ford has also announced that electric vehicles will be made at its Valencia plant in Spain, currently home to the Kuga, S-MAX and Galaxy. Production of the pair of MPVs will end there in April, leaving just the Kuga to be made there. The blue oval company hasn't yet confirmed what electric models will be built in Spain.

As well as the company's car range, the vans are set to be electrified, too, with pure electric versions of the new Transit Custom and Tourneo Custom, as well as the Transit-e two-tonne vehicle that has already been seen. The Ranger pick-up that will be arriving in showrooms early next year won't get an electrified drivetrain for now, but it can't be that far away, considering the company's electric ambitions.

As a long time Ford fan, I was so disappointed when I heard that the Fiesta and Focus were being axed, but having seen the upcoming products for the next few years, I think Ford's future is rosier than ever. While there may be some customers that it might not be possible to bring along on the journey, I think the blue oval will be welcoming a whole set of new buyers that previously wouldn't have considered the brand.

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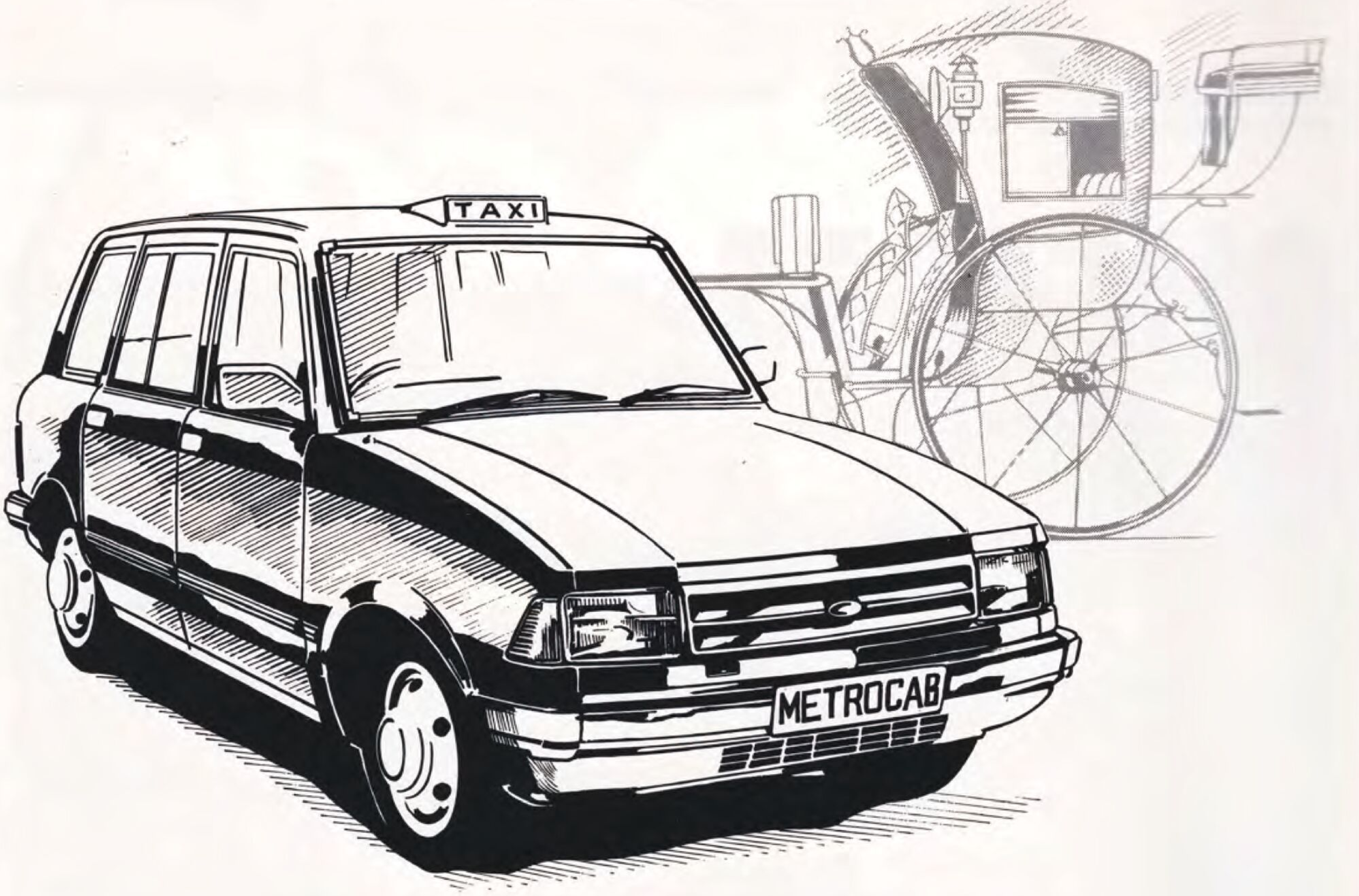

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10 YEARS AGO

Ten years ago, the previous generation Range Rover was tested by Sue Baker, and the mighty 4x4 graced the cover of the December 2012 edition of DieselCar. We also got behind the wheel of the Porsche Cayenne S Diesel, the Jaguar XF Sportbrake, Panda 4x4 and Mercedes-Benz G-Class. The Skoda Rapid and Honda CR-V were put through their paces, alongside the Chevrolet Cruze Station Wagon, Audi Q5 and Mercedes-Benz A-Class. Audi's new A3 faced the BMW 1 Series, with the car with four rings up front taking first place in the contest. In our EcoCar supplement we tested the Porsche Panamera S Hybrid and told the story of what it was like to live with a Renault Twizy. DieselCar collected one of the first Astra GTC BiTurbo models to be built from Rüsselsheim in Germany and brought it back to the UK, as we charted a busy 24 hours piloting the German-registered car, arriving just in time for the car's UK premiere. The used car buyer's guide was all about the MG ZT CDTi, and back in December 2012, the UK's cheapest diesel car was the £8,595 Dacia Sandero Ambiance 1.5 dCi.

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BUYING & SELLING

The Buying, Maintaining and Selling section is the handiest part of the magazine, as it equips you with the knowledge to get out there and negotiate yourself a brilliant deal. Trade Secret gives you an alternative insight into buying and selling, Product Watch suggests that you shop around for those motoring staples and New vs Used monitors pricing data on nine key cars. There's helpful information on the latest vehicle recalls, and a rundown of some of the more interesting metal that we spotted for sale while on our travels this month. And it nicely dovetails into Marketplace and the Data Files, which delivers the most up to date statistics in the magazine world.

085 Buying and selling intro
Advice from the team on selling your old motor, maintaining your current car, and buying your next one

091 Used Car Buyers Guide
We take a look at the Dacia Duster this month

098 Marketplace Statistics
All of the new car registrations facts and figures

100 Marketplace In the pipeline
What's coming soon to a showroom near you

102 Marketplace What's New
New arrivals in showrooms announced, and we warn you about the cars that have been discontinued

104 Data Files
The most up to date data in the motoring world

REMEMBER THIS: BMW 3 SERIES

The E36 3 Series will go down in history as being one of the greatest ever BMWs. It will also be remembered as being one of the first diesel engined BMWs to be imported into the UK in 114bhp 325td and 141bhp intercooled 325tds guises. These six-cylinder units arrived in 1993, alongside the larger 525td and 525tds, before being joined by an entry level 89bhp 1.7-litre turbocharged 318tds in 1995. Changes to the six cylinder units in 1996 saw an increase in torque, though the power outputs remained the same as before. Available in both saloon and Touring estate bodystyles, the cargo carrying edition was only offered in 318tds and 325tds versions. Though Coupé and Convertible bodystyles were also available, BMW wasn't brave enough to install a diesel engine for the UK market. It was only later in the E46 edition of the 3 Series that the combination was introduced. Today there's 82 examples of the 3 Series saloon with diesel engines under the bonnet and a further 25 Touring versions on UK roads. Check the SORN register and there's an additional 647 diesel saloons and 132 Touring models that are in an unknown condition and therefore not legal to be driven here.

107
EXAMPLES REMAINING

SPOTTED ON SALE

Some of the more interesting metal that got noticed by the Diesel&EcoCar team during their travels this month

Most 2003 London Taxis have a colourful history and have been around the clock several times, however, this 1,581-mile 03-plate TX II Gold model is the exception, and that's why Silverstone Auctions managed to sell it for £20,250. Looking smart in the default black paintwork, it also features air conditioning, chrome door handles, an Alpine audio system, walnut dashboard and floor lighting.

This 1994 Nissan Sunny LX 2.0 Diesel is priced a bit richly at £2,895, despite only having 82,000 miles on the clock. It is described as having been SORN for the past seven years and had one former keeper for the past 26 years. It still wears its original dealer number plates, has been serviced by the previous owner and the MOT has ten months to run. Noted for their reliability, the Sunny is a safe bet, providing you can get the price down a bit.

When the Phaeton was created by Volkswagen, no expense was spared, and engineering was taken to a whole new level. This 2009 example has covered 106,000 miles and is offered for sale at £4,900 in Omagh, Northern Ireland. Under the bonnet is a smooth 3.0-litre V6 TDI engine paired with 4Motion four-wheel drive.

THE DOCTOR'S HERO OR ZERO

SKODA SCALA
(2016-ON)

For years, Skoda's line-up jumped from the Fabia supermini to the Octavia, and while the latter was based on Volkswagen Golf underpinnings, stretched proportions made it feel like a much bigger car. This left a gap, and Skoda's first attempt to fill it saw the arrival of the Rapid and Rapid Spaceback from 2012 to 2019, before these models were replaced with the Scala.

At last, Skoda had a car in its showrooms that buyers could see as a direct rival to popular family hatchbacks like the Ford Focus, Vauxhall Astra, and Kia Ceed. Of course, Skoda being Skoda, it also wanted to offer excellent value and lots of practicality. This was achieved by employing the trick Skoda had already used so successfully already – taking an existing platform from the next class down and stretching its proportions. And while diesel engines were offered initially, they were discontinued from the line-up in 2020 when the 1.6-litre TDI engine ceased production.

Despite being based on the same MQB A0 underpinnings as the Volkswagen Polo and SEAT Ibiza, the Scala has a 12mm longer wheelbase than a Golf. This resulted in plenty of rear passenger space and a big 467-litre boot – the Ford Focus has just 392 litres, and the Golf 12 litres less than that. The outer rear seats have ISOFIX child seat mounting points, and the doors open nice and wide for easy access, making the Scala ideal for growing families.

While you can pick up a new petrol Scala now from just over £20,000, you'll need more like £25,000 for an Astra or Golf, and the entry-level Ford Focus has risen to closer to £27,000. The Scala isn't even terrible to drive. In fact, despite its lack of expensive independent rear suspension, the Scala is so well-tuned that in most situations it rides as comfortably as a Golf. While we wouldn't call it exciting to drive, it boasts accurate steering, a snappy manual gearchange and plenty of grip considering its brief.

So is it a hero or zero? If you're looking for a safe, sensible family car on a budget, we think the Scala sits firmly in the former camp. If there's one thing holding the Scala back, it could be that it's a bit too sensible. While the Monte Carlo trim is by far the most desirable version, there's no vRS hot hatch and the Scala's interior and exterior styling is very conservative. British buyers still love a stylish car (and SUVs), and that's perhaps reflected in the Scala's mediocre sales performance in the UK since it went on sale.

PRODUCT WATCH: DIESEL PARTICULATE FILTER CLEANER

While the diesel particulate filter (DPF) has worked wonders for cleaning up tailpipe emissions, it can be troublesome, especially if most of your driving is around town. If you give your car a good workout over a variety of different driving cycles then it's unlikely that you'll need to reach for an additive, but if you do find the DPF light coming on, it's good to know that there's a wide array of different products from a variety of providers. The additive is designed to be added to a tank of diesel, so make sure that you insert the chemicals in the same place that you put the fuel nozzle. Once mixed with a tankful of fuel, it's a good idea to give the car a good run, using both high and low gears, and make sure that you give it a bit of stick in every gear. Here we've examined the cost of nine different brands of DPF cleaner and the prices vary wildly depending on the outlet that you choose. Just make sure that you factor in any delivery charges if you purchase online, as not all sellers are equal.

	 CARLUBE DPF CLEANER 300ML	 CATACLEAN DIESEL CLEANER 500ML	 FORTE DPF CLEANER 400ML	 K2 DPF CLEANER 500ML	 MILLERS OILS DPF CLEANER 250ML	 RAC DPF CLEANER 200ML	 REDEX DPF CLEANER 250ML	 STP DPF CLEANER 200ML	 WYNN'S DPF CLEANER 325ML
AMAZON **WWW.AMAZON.CO.UK**	£7.99	£15.94 CHEAPEST	£15.76 CHEAPEST	£12.81 CHEAPEST	£10.65 CHEAPEST	-	£8.99	£6.79 CHEAPEST	£9.59 CHEAPEST
EBAY **WWW.EBAY.CO.UK**	£9.09	£15.99	£18.99	£14.49	£11.75	-	£6.95 CHEAPEST	£9.95	£9.99
EURO CAR PARTS **www.eurocarparts.com**	£6.19 CHEAPEST	£17.49	-	-	-	£3.09 CHEAPEST	£9.89	£6.99	£11.49
HALFORDS **0330 135 9779** **www.halfords.com**	£11.49	£16.99	-	-	-	-	£8.99	-	£12.49

TOTAL RECALL

With modern cars so complex, it is understandable that from time-to-time car makers get things wrong and need to recall cars back to the main dealers to put them right. But far from this being a bad thing, it actually shows that those car manufacturers are committed to ensuring that cars function as they should and are as safe as they can be. In this section, we list the latest recalls that have been announced by the car manufacturers, in association with the DVSA, previously known as VOSA. If your car appears on the list, we recommend that you contact your local main dealer without delay, to arrange for any rectification work to take place, as some will impact on the car's roadworthiness and safety. More information can be found at: www.dft.gov.uk/vosa/apps/recalls/default.asp

MODEL	REASON FOR THE RECALL	DATE OF RECALL	BUILD DATES AFFECTED	RECALL REFERENCE NUMBER
Alfa Romeo Tonale	Some vehicles may have a braking system module that has an electronic glitch	18/10/2022	03/03/2022 to 24/09/2022	R/2022/277
Audi A3	The restraining capability of the front seat belt may be lower than intended in an accident	20/10/2022	22/09/2021 to 11/11/2021	R/2022/303
BMW 2 Series Active Tourer and iX	In the event of a restraint system fault, the airbag warning light or warning message is not displayed due to a software fault	05/10/2022	17/02/2021 to 11/07/2022	R/2022/282
Citroën Berlingo	The engine protection guard and the underside of the exhaust system could trap material in it	17/10/2022	08/11/2017 to 21/09/2021	R/2022/299
Ford Kuga	Lower seatbelt bolt may not be tightened to specification	27/10/2022	19/11/2019 to 26/04/2021	R/2022/304
Peugeot Rifter	The engine protection guard and the underside of the exhaust system could trap material in it	17/10/2022	23/10/2017 to 21/09/2021	R/2022/298
Vauxhall Corsa Electric	The car's software does not allow the authorities to test for conformity	10/10/2022	07/11/2019 to 16/05/2022	R/2022/293
Vauxhall Insignia B	The hydraulic brake compensation vacuum pump may not get activated	12/10/2022	13/12/2016 to 05/10/2020	R/2022/295

Just because your car is listed above, this doesn't mean that your specific model is affected. Please check with your local main dealer to ascertain whether your car requires recall work to be implemented.

NEW vs USED

It's often difficult to work out which is the best route to buying a new car. Should you buy a brand-new vehicle fresh off the forecourt of a main dealer or via a broker? Or perhaps you're tempted by savings off of a pre-registered example, where you've heard that you can save thousands of pounds off the list price. Well worry no more, as we examine a selection of the best-selling cars in the UK last year, examining how much the full list price is and what kind of discount you can expect. Our researchers have also examined the price of a pre-registered example, as well as one that is a year old. This will give you the full picture of the new, nearly new and second hand market, all in one easy to understand, and evolving table. With the Kia Sportage temporarily unavailable with a diesel engine, we've swapped it for the BMW X3, which was the next best-selling diesel in the UK last year.

	MODEL	NEW PRICE	BEST DISCOUNTED PRICE	BEST 2022/72 PRE-REGISTERED PRICE	BEST 2021/71 1-YEAR OLD PRICE
	1 **AUDI Q5** S line 40 TDI quattro Automatic	£49,275 ▲	£41,083 Saving £8,192 Discount 16% www.drivethedeal.com ▼	£41,400 Saving £7,875 Discount 15% ▼	£38,900 Saving £10,375 Discount 21% ▼
	2 **BMW X3** xDrive20d M Sport	£48,370 ●	£45,383 Saving £2,987 Discount 6% www.carfile.net ▲	£50,525 Premium £2,155 Premium 4% ▲	None found
	3 **FORD FOCUS** ST-Line X 1.5 EcoBlue Automatic	£32,160 ▲	£25,094 Saving £7,066 Discount 21% www.broker4cars.co.uk ▲	£30,995 Saving £1,165 Saving 3% ▲	£21,999 Saving £10,161 Discount 31% ▼
	4 **MERCEDES-BENZ A-CLASS** A 180 d AMG Line Premium Plus Night Edition Automatic	£37,700 ●	None found	£37,995 Premium £295 Premium 1% ▲	£29,399 Saving £8,301 Discount 22% ▼
	5 **RANGE ROVER EVOQUE** D200 AWD R-Dynamic S Automatic	£44,850 ●	£43,018 Saving £1,832 Discount 4% www.carfile.net ▲	£44,850 Saving £0 Saving 0% ●	£36,999 Saving £7,851 Discount 17% ▼
	PETROL **VAUXHALL CORSA** Design 1.2	£18,015 ●	£15,767 Saving £2,248 Discount 12% www.uk-car-discount.co.uk ▲	£14,994 Saving £3,021 Discount 16% ●	£13,400 Saving £4,615 Discount 25% ▼
	HYBRID **TOYOTA YARIS** Design 1.5 VVT-i Hybrid Automatic	£22,520 ●	£18,716 Saving £3,804 Discount 16% www.drivethedeal.com ▼	£19,070 Saving £3,450 Discount 15% ▼	£18,999 Saving £3,521 Discount 15% ▼
	PLUG-IN HYBRID **VOLVO XC40** Plus Recharge T4 Automatic	£44,455 ▲	£40,531 Saving £3,924 Discount 8% www.carfile.net ▲	£41,385 Saving £3,070 Discount 6% ▲	£36,540 Saving £7,915 Discount 17% ▼
	ELECTRIC **VOLKSWAGEN ID.3** Life Pro Performance Automatic	£36,990 ●	£35,140 Saving £1,850 Discount 5% www.drivethedeal.com ▲	£36,900 Saving £90 Discount 1% ▼	£32,999 Saving £3,991 Discount 10% ▼

SECONDHAND SHOOTOUT

THESE SMALL SUVS ARE SPACIOUS, COMFORTABLE AND CHEAP AS CHIPS TO RUN

CITROËN C3 AIRCROSS

2017 to 2021 From £8,500

The C3 Aircross was arguably Citroën's best small car for years when it launched. It shares parts with the Peugeot 2008, and the small SUV has a cool design, an airy interior and a surprising amount of interior space. Its 410-litre boot is impressive, but this can be made even bigger (520 litres) thanks to a sliding rear bench. The dashboard is funky too, and the touchscreen offers plenty of connectivity, although it can be fiddly to use. Diesel trim levels were originally Feel and Flair, though these changed to Shine and Shine Plus shortly before the car was facelifted. Most essential kit came as standard, with Feel models featuring 16-inch alloy wheels, Android Auto and Apple CarPlay, cruise control, rear privacy glass and air conditioning, while Flair models gained larger 17-inch alloy wheels, a two-tone roof, a navigation system, climate control, rear parking sensors and keyless entry and start. Autonomous emergency braking was added as standard on Flair models from 2018. For a small car, the C3 Aircross offers a driving experience that majors on comfort rather than thrills, with forgiving suspension that soaks up the bumps. Up until June 2018, there was a choice of two 8-valve 1.6-litre BlueHDi engines in 98 and 118bhp guises, with a new 16-valve 1.5-litre BlueHDi 110 engine replacing them. The entry-level diesel is the economy star, returning up to 70.6mpg on the NEDC combined economy cycle, with the BlueHDi 120 managing 68.9mpg. The BlueHDi 110 models were measured using the more realistic WLTP testing regime and can delivery 62.7mpg. Most examples will have spent their lives bombing around town, so check for dings, kerbed wheels and signs of poor repair work. It's also important to check the electrics work as they should, especially as the climate control system is operated via the touchscreen. Lastly, check any necessary recall work has been remedied by Citroën.

RENAULT CAPTUR

2017 to 2019 From £8,200

Based on the Clio, the Captur is Renault's popular and highly accomplished small SUV. It's ideally suited to family life in town or the suburbs, with enough passenger headroom for most occupants and a decent sized boot. This measures at least 377 litres, but like the Citroën, the bench can be slid forwards for up to 455 litres if you don't mind sacrificing rear kneeroom. The dashboard is a bit more conventional than the Citroën, with physical dials for the climate control, but there's still a useful touchscreen. It's a bit more dated than the C3 Aircross inside, though, even following the facelift, which added some soft-touch materials. When the updated Captur was launched, the range encompassed Expression Plus, Dynamique, Dynamique S, Signature X and Signature S models, though these were revised in May 2018 to become Play, Iconic and GT-Line, with S Edition joining the line-up in March 2019. All Captur models come well kitted out with alloy wheels, automatic headlights, a rain sensor, keyless start, air conditioning, front fog lights and cruise control. Dynamique models add a navigation system, climate control and larger 17-inch alloy wheels, while Dynamique S and Iconic editions also feature rear parking sensors, contrasting paintwork, power folding mirrors and rear privacy glass. Signature X versions add front parking sensors, Grip Xtend traction control, a reversing camera, part leather upholstery and heated front seats. At the top of the range, Signature S editions feature blind spot warning, a Bose audio system, hands free parking system and leather upholstery. A choice of two diesel engines are on offer, with most versions powered by the 89bhp 1.5-litre dCi engine and a more powerful 109bhp edition available on the top models. While the Captur is mostly reliable, there are a few issues to look out for. The stop/start system can work erratically, and some owners have reported issues with the DAB radio and climate control.

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USED CAR BUYER'S GUIDE

DACIA DUSTER

2018 TO 2021 FROM £7,800

You're looking at the cheapest new diesel SUV on the market. And in the case of the four-wheel drive edition, the next cheapest vehicle was 50% more expensive at the time. This reinforces what a value for money proposition the Duster is, and no wonder that it is popular. Produced at Dacia's Mioveni factory in Romania, this low-cost facility allows the company to continue to price the Duster lower than similarly sized rivals. In 2023, it'll be ten years since Dacia was first launched as a brand in the UK, however, it didn't take long to establish itself in the market as an affordable alternative to the mainstream. Indeed, many buyers that were used to buying a secondhand car were able to purchase a new Dacia and enjoy the considerable benefits and reliability of a brand-new car.

All versions of the Duster diesel feature a Euro-6 emissions compliant 114bhp 1.5-litre dCi diesel engine that features AdBlue and Selective Catalyst Reduction to neutralise harmful NO_x emissions. Four-wheel drive is unusual in this size of the car, and yet the Duster is available with this drivetrain across all of its diesel trim levels. It suits its rough and tough ambience and cost approximately £2k more than its front drive sibling. With hill descent control as standard, it's actually pretty competent in the rough stuff, and can get down and dirty with some of the most accomplished off-roaders.

FACTS & FIGURES

Bodystyle 5-door SUV
Size: (length/width with mirrors) 4,341/2,052mm
Boot space – minimum/maximum (4x4 in brackets) 445/1,623 litres (411/1,614 litres)
Generation 2 **Codename** HM
Platform name B0
Made in Miovani, Romania
Related models None **Predecessor** Duster I
Euro NCAP rating ★★★
Insurance groups 13 to 15

INSIDER'S GUIDE

While the second generation Duster sits on the same B0 platform as its predecessor and is almost the same in terms of dimensions, its designer, Laurens van den Acker, said that every panel and moulding was new. The interior is completely fresh, too, and engineers were proud to say that the interior noise had been reduced to half that of the previous car.

The Euro NCAP crash test rating of three stars out of five was disappointing to safety campaigners, however, Dacia said that the rating was in line with expectations. As a value proposition, some of the safety

BACK ISSUES

We tested the Duster Comfort Blue dCi 115 4x4 in issue 400 (April 2020).

See page 123 to find out how to order back issues of Diesel&EcoCar magazine.

kit that is featured on other cars isn't cost effective to fit, and in many cases doesn't make the car any safer. It was downgraded because there weren't any knee airbags, rear side chest airbags, side pelvis airbags, autonomous emergency braking or lane assist systems. The omissions make it harder for the manufacturer to score more highly. The Duster achieved 71% for adult occupant protection, 66% for child protection and 56% for pedestrian protection, but just 37% for the safety assist features. It did, however, achieve bonus points for the speed limiter and seat belt reminder.

The second generation Duster made its debut at the Frankfurt motor show in 2017, but it didn't arrive in UK dealerships until the following summer, when in June 2018 the first customers drove away from showrooms in the latest car. Four-wheel drive editions joined the prices lists in October 2018, with the first cars turning up just in time for winter. And that was quite timely, as the Duster has served as an important vehicle for use in poorer weather for those on a budget.

At the 2019 Geneva motor show in March, Dacia announced smart new Techroad editions. And while they didn't offer anything new in the way of equipment or innovation, they looked smarter thanks to red striping on the exterior and dashes of colour inside. In June 2019, the diesel versions paired to Essential trim were discontinued from the line-up, while in January 2020, the special edition Duster SE Twenty models were announced. Similar in ethos to the previous Techroad models, this time around, there were blue touches to both the exterior and cabin.

In June 2021, Dacia took the wraps off a facelifted version of the Duster,

FACTS & FIGURES

Model	1.5 Blue dCi 115 2WD	1.5 Blue dCi 115 4WD
Powerplant specifications	1,461cc, 4-cylinder, 8-valve, turbo diesel with stop start and AdBlue	1,461cc, 4-cylinder, 8-valve, turbo diesel with stop start and AdBlue
Emissions regulations	Euro 6	Euro 6
Gearbox	6-speed manual	6-speed manual
Layout	Front-wheel drive	Four-wheel drive
Max power	114bhp @ 3,750rpm	114bhp @ 3,750rpm
Max torque	192lb ft @ 1,750rpm	192lb ft @ 1,750rpm
Top speed	111mph to Jul 2019 112mph from Jul 2019 113mph from Oct 2020	108mph to Jul 2019 109mph from Jul 2019 108mph from Oct 2020
0-62mph	10.5secs to Oct 2020 10.3secs from Oct 2020	12.1secs to Jul 2019 10.4secs from Jul 2019 10.2secs from Oct 2020
CO_2 emissions (NEDC) To Jan 2020 (All trim levels)	115g/km to Apr 2019 111g/km from Apr 2019 115g/km from Jul 2019 111g/km from Oct 2019	123g/km
CO_2 emissions (WLTP) From Jan 2020 (Comfort)	128g/km	145g/km to Mar 2021 143g/km from Mar 2021
CO_2 emissions (WLTP) From Jan 2020 (SE Twenty)	131g/km To Apr 2020 128g/km from Apr 2020	147g/km
CO_2 emissions (WLTP) From Jan 2020 (Prestige)	131g/km To Apr 2020 128g/km from Apr 2020 129g/km from Mar 2021	147g/km to Mar 2021 144g/km from Mar 2021
Combined fuel economy (All trim levels)	64.2mpg to Jan 2019 57.6mpg from Jan 2019 64.2mpg from Jul 2019 57.9mpg from Jan 2020 57.7mpg from Apr 2020	60.1mpg to Jan 2019 48.7mpg from Jan 2019 62.5mpg from Jul 2019 51.4mpg from Jan 2020
Fuel tank	50 litres	50 litres
Kerb weight	1,320kg	1,405kg
Maximum towing weight	1,500kg	1,500kg

and it became available to order a month later in the UK.

What equipment do you get?

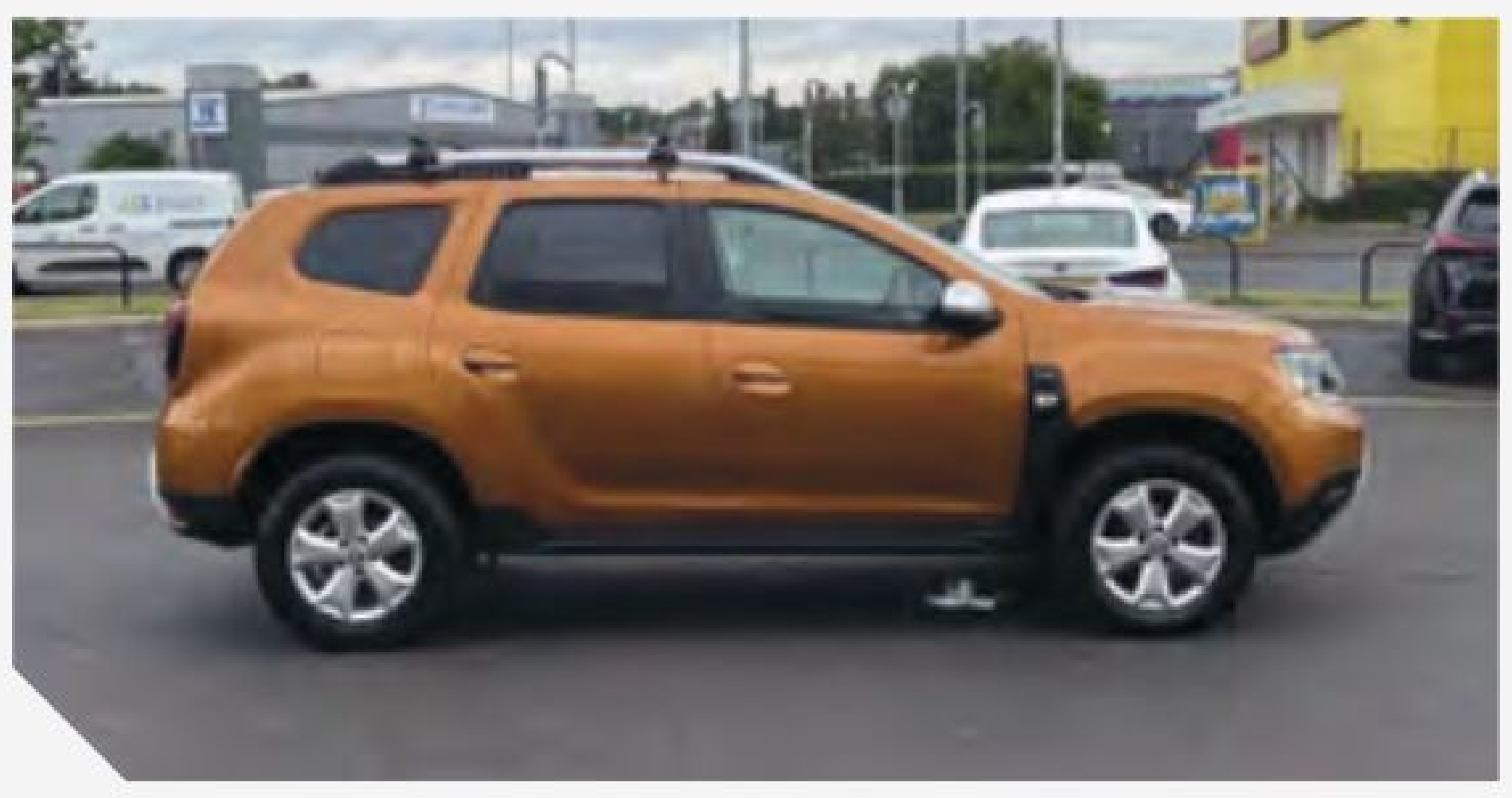
When the second generation Duster range arrived in 2018, the range was populated by three diesel trim levels, while the petrol models started lower down thanks to a bog standard Access trim. Essential was the cheapest for diesel fans, with cloth upholstery, front fog lights, electric front windows, 16-inch steel wheels, black roof bars, air conditioning, a 60/40 split/fold rear seat, DAB radio with four speakers and Bluetooth connectivity. There are six airbags, hill start assist, Isofix child safety seat connectivity for both the rear outer seats and remote central locking. Comfort specification had the added glamour of a seven-function on-board computer, cruise control, 16-inch alloy wheels, body coloured door handles, satin chrome roof bars, door mirrors, side sills and skid plates, and rear privacy glass. Inside there was upgraded upholstery, fabric inserts on the doors, a chrome logo surround on the steering wheel, map pockets on the seat backs, a soft feel steering wheel and heated and electric door mirrors. Other trinkets included a navigation system, reversing camera and electric rear windows. And on four-wheel drive models, there's also hill descent control included. Top-of-the-range Prestige models also boast 17-inch alloy wheels, climate control, a multi-view camera system, keyless entry, and blind spot detection.

> “WHEN THE SECOND GENERATION DUSTER RANGE ARRIVED IN 2018, THE RANGE WAS POPULATED BY THREE DIESEL TRIM LEVELS.”

Special edition Techroad models base their specification on the top line Prestige model, with the addition of 17-inch alloy wheels with red centre caps, door mirrors with red striping, interior upholstery with red stitching and red touches to the cabin, including the door mats.

SPOTTED ON SALE

DACIA MAIN DEALER
Model Duster Prestige 1.5 Blue dCi 2WD
Year/plate 2020/70
Mileage 12,178 miles **Price** £15,480



TOYOTA MAIN DEALER
Model Duster Comfort 1.5 Blue dCi 4WD
Year/plate 2019/69
Mileage 37,570 miles **Price** £13,590

USED CAR SUPERMARKET
Model Duster Prestige 1.5 Blue dCi 2WD
Year/plate 2019/19
Mileage 30,351 miles **Price** £12,998

FORD MAIN DEALER
Model Duster Comfort 1.5 Blue dCi 2WD
Year/plate 2018/68
Mileage 42,053 miles **Price** £11,150

SEAT MAIN DEALER
Model Duster Prestige 1.5 Blue dCi 2WD
Year/plate 2018/68
Mileage 68,977 miles **Price** £10,795

MODEL HISTORY

September 2017	New Duster makes its public debut at the Frankfurt motor show
June 2018	Now on sale in the UK
October 2018	Diesel 4x4 editions available to buy
March 2019	Smart Techroad versions revealed at the Geneva motor show
April 2019	Techroad models on sale
June 2019	Diesel Essential versions discontinued
January 2020	SE Twenty model goes on sale
June 2021	Revised Duster revealed in facelifted guise
July 2021	Facelifted Duster available to order

Launched in January 2020, the SE Twenty models base their equipment on Comfort specification, but additionally feature 17-inch alloy wheels, have door mirrors with blue striping, blue interior upholstery, blue touches to the cabin, blind spot detection and a handy multi-view camera system.

What's it like?

The 1.5-litre dCi engine has more than enough oomph to propel the car at a decent rate, with good mid-range torque and overtaking pull. The six-speed gearbox is smooth, but with a super low first gear, it means you'll be reaching for the next one very soon after pulling away. The engine is relatively quiet and refined, though there's some noticeable road noise at a motorway gallop. The steering is largely numb and unrewarding, and though there's some body roll when cornering, it feels pretty planted, especially in the wet. Ride comfort is decent, with only the biggest bumps finding their way into the cabin to unsettle the occupants.

The interior of the Duster is well designed, robust and built-to-last, and should stand up well to punishing family life. Sure, none of the surfaces employ the kind of soft touch surfaces as other SUVs, but then you're not paying for the privilege either. The essential controls are nicely arranged in a row above the climate controls, and the seven-inch touchscreen is simple and easy to operate. The steering wheel design is pleasing, though it's a shame that the audio controls aren't placed on it and instead are located on a Renault-sourced stalk behind. The indicators and wipers deliver a solid ambience, though the doors close with a relatively tinny feel, which is at odds with the rest of the car. The driving position is generally good,

Special edition Techroad versions were unveiled at the 2019 Geneva motor show

DUSTER
DAC 115

GEEK FACT

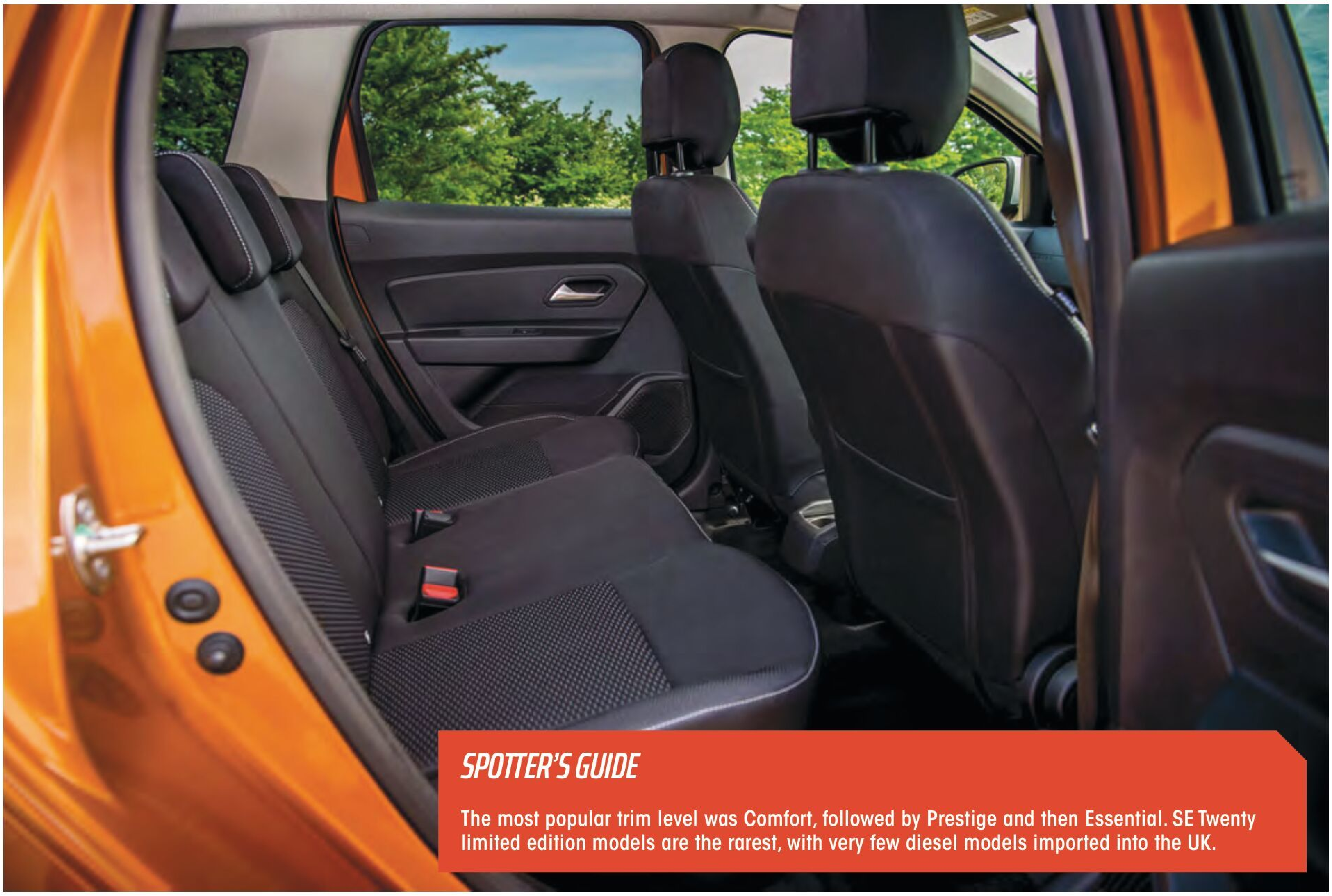
The four-wheel drive versions of the Duster made up 25% of the sales figures when paired with the diesel engines.

though there's nowhere to rest your left foot when you're not using the clutch. Decent space both front and rear will be sufficient for family buyers, and oddment space is taken care of thanks to a big bin in front of the gear lever, narrow, but long door pockets and a relatively small glovebox. Deep windows deliver great all-round visibility, which is assisted by the reversing camera on Comfort models and above and the provision of rear parking sensors. Boot space is well up to class standards and can be extended further by folding the rear seats down, while liberating additional carrying capacity.

What are the running costs?

When bought new, all Dacia Duster models came with a 60,000 mile, three year warranty, so the earliest cars will no longer have any cover. Servicing is required every year or 12,000 miles on cars built before mid-2019, with 18,000 intervals recommended for cars registered after July 2019. It is worthwhile checking with a dealer as to which regime should be followed for cars made during 2019, as it could vary depending upon when the car rolled off the production line.

For all versions of the Duster, you'll pay £165 per year for vehicle excise duty. Insurance varies between groups 13 and 15, which should return a relatively similar annual premium, no matter which model you choose. You are likely to pay slightly extra by opting for a four-wheel drive version, as most of the models were one group higher than the comparable two-wheel drive iteration. All versions of the Duster are Euro-6 emissions compliant, so passage into Ultra Low Emissions



SPOTTER'S GUIDE

The most popular trim level was Comfort, followed by Prestige and then Essential. SE Twenty limited edition models are the rarest, with very few diesel models imported into the UK.

APPROVED USED

The Dacia Approved used car programme gives you a minimum of 12 months' warranty, a mechanical and safety check with written paperwork from the workshop, as well as a vehicle history and mileage check, to make sure it hasn't been an insurance write off or still subject to finance. In addition, there's 12 months' breakdown assistance and five-days of driveaway insurance cover. For added peace of mind, there's a 30-day exchange programme, should you wish to swap it for another car of the same value, whatever the reason.

Zones will be free of charge.

You can largely ignore the official fuel economy figures and consider them a work of fiction, which is the case for all cars, with front-wheel drive editions of the Duster likely to return 52mpg in mixed motoring, while the heavier four-wheel drive versions should achieve around 44mpg in day-to-day driving. Drive more carefully and employ economy driving measures and you will be able to improve upon these figures.

The Doctor says...

Built to be Europe's cheapest and most affordable SUV, there's far less to go wrong in the relatively simple Duster than in a Land Rover Discovery Sport, or even a Ford Kuga for that matter. That's good news if you plan on holding onto your Duster for a long time. The only diesel option is the 1.5 Blue dCi engine with 114bhp, paired to a six-speed manual gearbox.

Dacia recommends servicing annually or after 12,000 miles on cars made up to and during 2019, and 18,000 miles for cars registered afterwards, whichever comes first.

TUNING

Reputable companies like Celtic Tuning and Avon Tuning offer a range of tuning options, suited to both extra muscle and fuel efficiency gains, and they can optimise the car for enhanced towing prowess. Power and torque increases aren't the whole story though, and so you should always discuss your requirements directly with your chosen tuning company, whether it be extra performance, improved fuel economy or additional pulling power. Please be aware that any increase may mean that you put extra pressure on the gearbox and clutch, not to mention the braking system, and so you should consider uprating these areas, too. But more importantly, any kind of modification needs to be revealed to your insurance company. See our Trusted Tuners section for details of companies that our team have experience of and are recommended.

	POWER FROM	POWER UP TO	TORQUE FROM	TORQUE UP TO
1.5 dCi 115	114bhp	151bhp	192lb ft	259lb ft

> “THE SIX-SPEED GEARBOX IS SMOOTH, BUT WITH A SUPER LOW FIRST GEAR, IT MEANS YOU'LL BE REACHING FOR THE NEXT ONE VERY SOON AFTER PULLING AWAY.”

It would be best to speak to your local Dacia dealer to make sure which servicing schedule you should be following, for peace of mind. Dacia also says the cambelt should be renewed when the car is over six years old or has racked up more than 93,750 miles. We would recommend changing the oil at least every year or 10,000 miles to get the best out of your Duster. The longer servicing regime was created for fleet managers that cover higher mileages, so private motorists would be best to renew the oil more often.

While it didn't affect earlier 1.5-litre dCi engines, some owners report that the Blue dCi unit can be accompanied by an annoying whining sound, which is likely to be the pump for the AdBlue system, and is exacerbated by the Duster's relative lack of sound deadening. It's worth listening out for it on a test drive (it's audible with the ignition primed) as there doesn't appear to be an easy fix.

Lastly, there's no getting away from the fact that the Duster's cheap and utilitarian charms will also mean some of the used examples have had a hard time. Check for signs that the Duster has been used as a work 'van' or frequently taken off-road. Look out for damaged trim, hard-to-shift upholstery stains and even shine a torch underneath the car, ensuring no dings are missed and only found the first time the car is hoisted aloft for an MOT or garage repairs.

ALSO CONSIDER

CITROËN C4 CACTUS
While not strictly an SUV, and more of a crossover, the C4 Cactus embodies some of the traits, including chunky styling and a sense of fun. We're big fans of the Cactus and would argue that it is the best quality car of the trio.

FORD ECOSPORT
The EcoSport shares some of the Duster's utilitarian mannerisms, and though it's a hugely better product in latter years, the EcoSport never quite reached the usual Ford Europe level of accomplishment in terms of driver satisfaction.

USEFUL CONTACTS

Dacia UK

The Rivers Office Park, Denham Way,
Maple Cross, Rickmansworth, WD3 9YS
www.dacia.co.uk
relations.customer@dacia.co.uk
0344 335 1111
www.facebook.com/daciauk
www.instagram.com/dacia_uk
@daciauk
www.youtube.com/user/daciauk

CLUBS AND INTERNET FORUMS

Dacia Forum www.daciaforum.co.uk

Dacia Owners Club UK forum.daciaownersclub.uk

Dacia Owners Forum UK www.forum.daciaownersclub.uk

Dacia Talk www.daciatalk.co.uk/forums/

FACEBOOK GROUPS

Dacia Duster Owners' Group www.facebook.com/groups/848934311910785/

Dacia Duster Owners UK www.facebook.com/groups/200825420427991/

Dacia Owners Club UK www.facebook.com/groups/1531079317069101/

Dacia Owners UK www.facebook.com/groups/353793859045206/

Dacia Duster Phase 1/2 Owners www.facebook.com/groups/417603695653340/

Duster Fan Club www.facebook.com/groups/1021119731643895/

Data supplied by:
SMMT
DRIVING THE MOTOR INDUSTRY

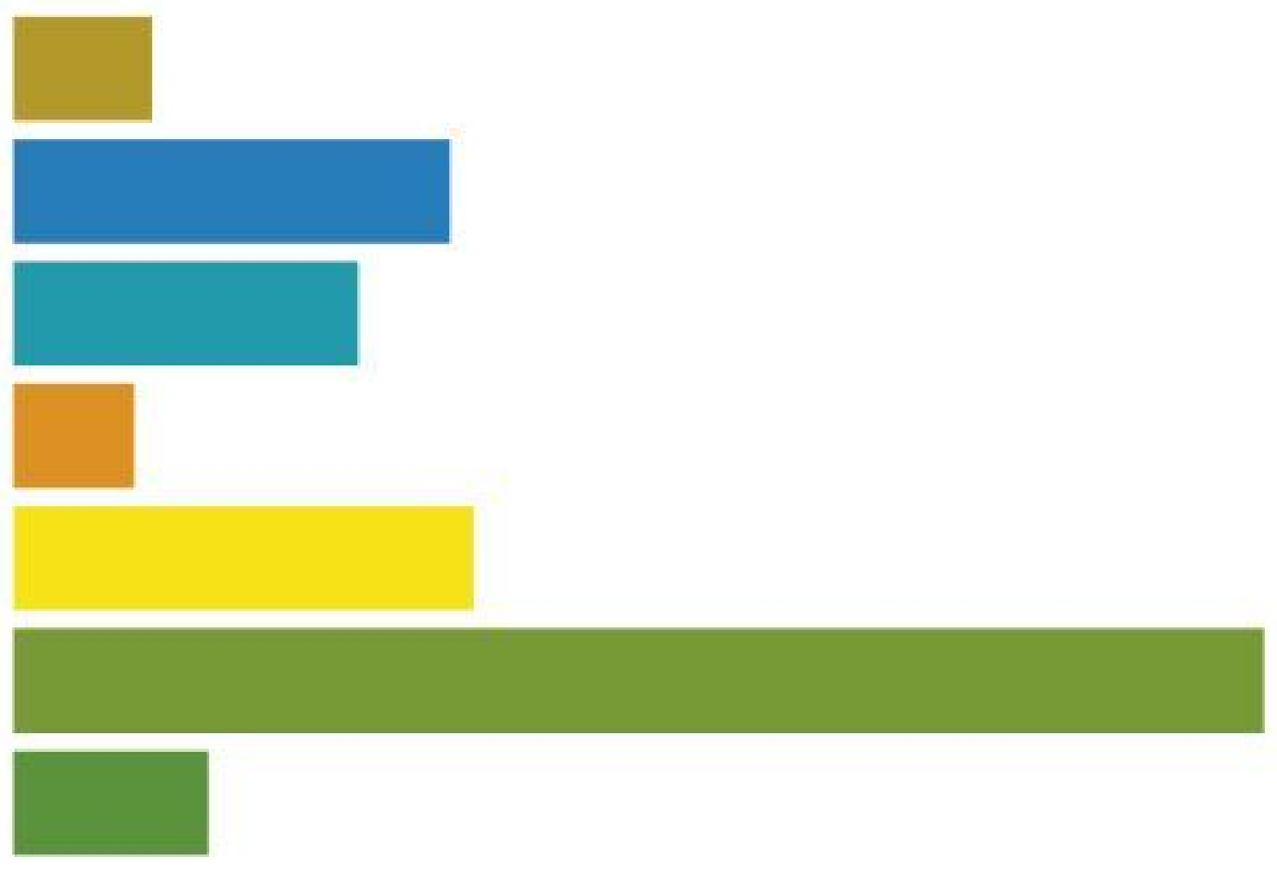
MARKETPLACE:
STATISTICS

For the third month in a row, new car registrations have risen, with a 26.4% increase compared to a year ago. But put the party poppers away, as the SMMT are predicting that 2022 will be the weakest market since 1982. But remember where you put them, as you'll need them at the end of 2023, according to forecasts, as the market begins to rebound. Plug-in cars accounted for 21.5% of the market in October, while diesel and diesel mild hybrids represented just 8.8%. That's a sad state of affairs considering that the fuel commanded more than half the market share not so long ago.

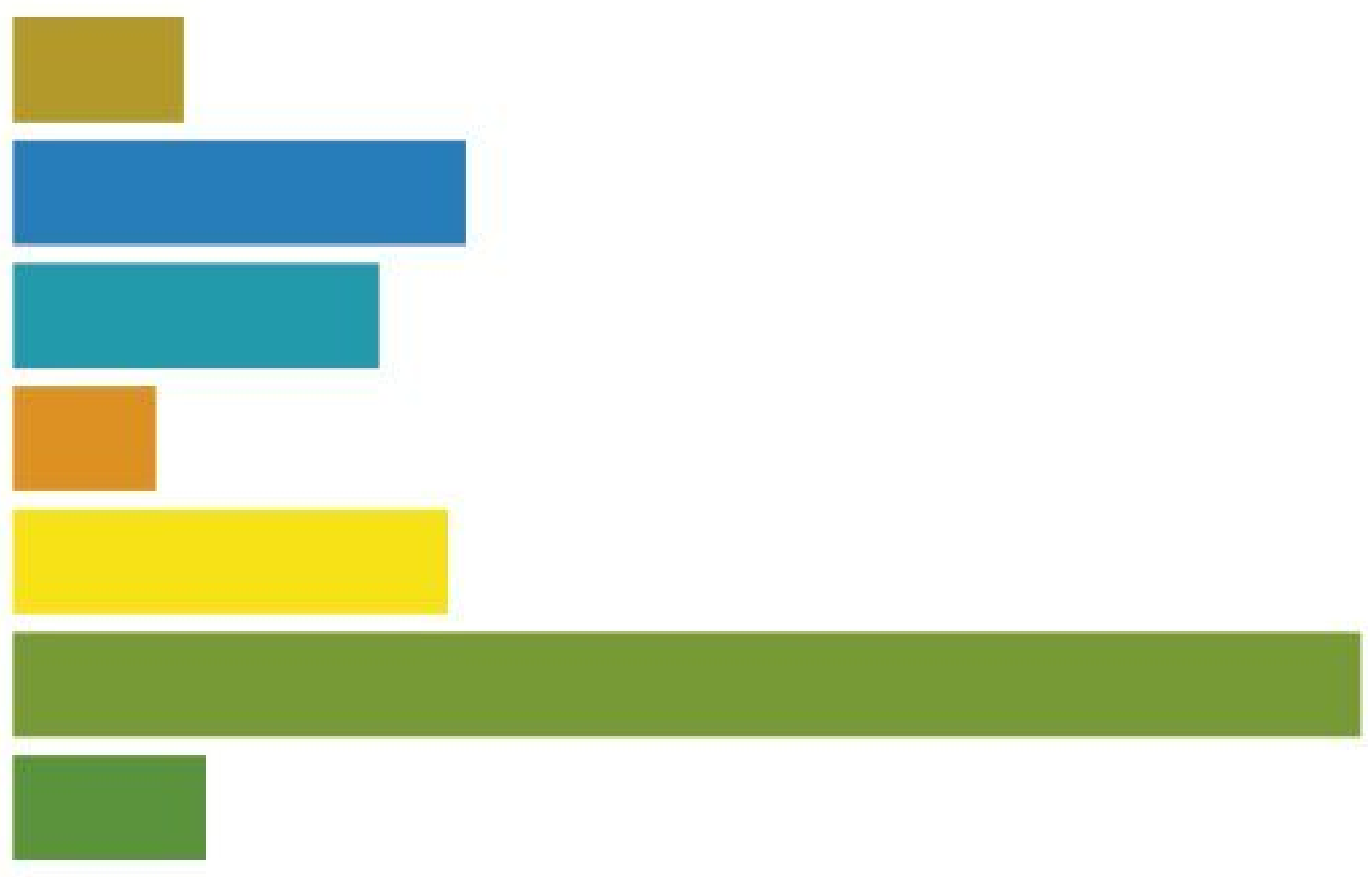
The increase in car registrations was mainly driven by fleet sales, which rose by 47.4% compared to a year ago. Private buyers bought 7.4% more cars than this month in 2021, while figures for smaller businesses were up by 108.6% compared to this time last year. And while pure electric vehicles increased by 23.4% and plug-in hybrids by 6.2%, it was self-charging hybrids that went off the scale, with an increase of 81.7%.

Despite Ford announcing that it will be ending Fiesta production in the summer of next year, it was the top seller in October 2022, while Nissan's Qashqai accelerated past the Vauxhall Corsa to be the post popular vehicle registered so far in 2022.

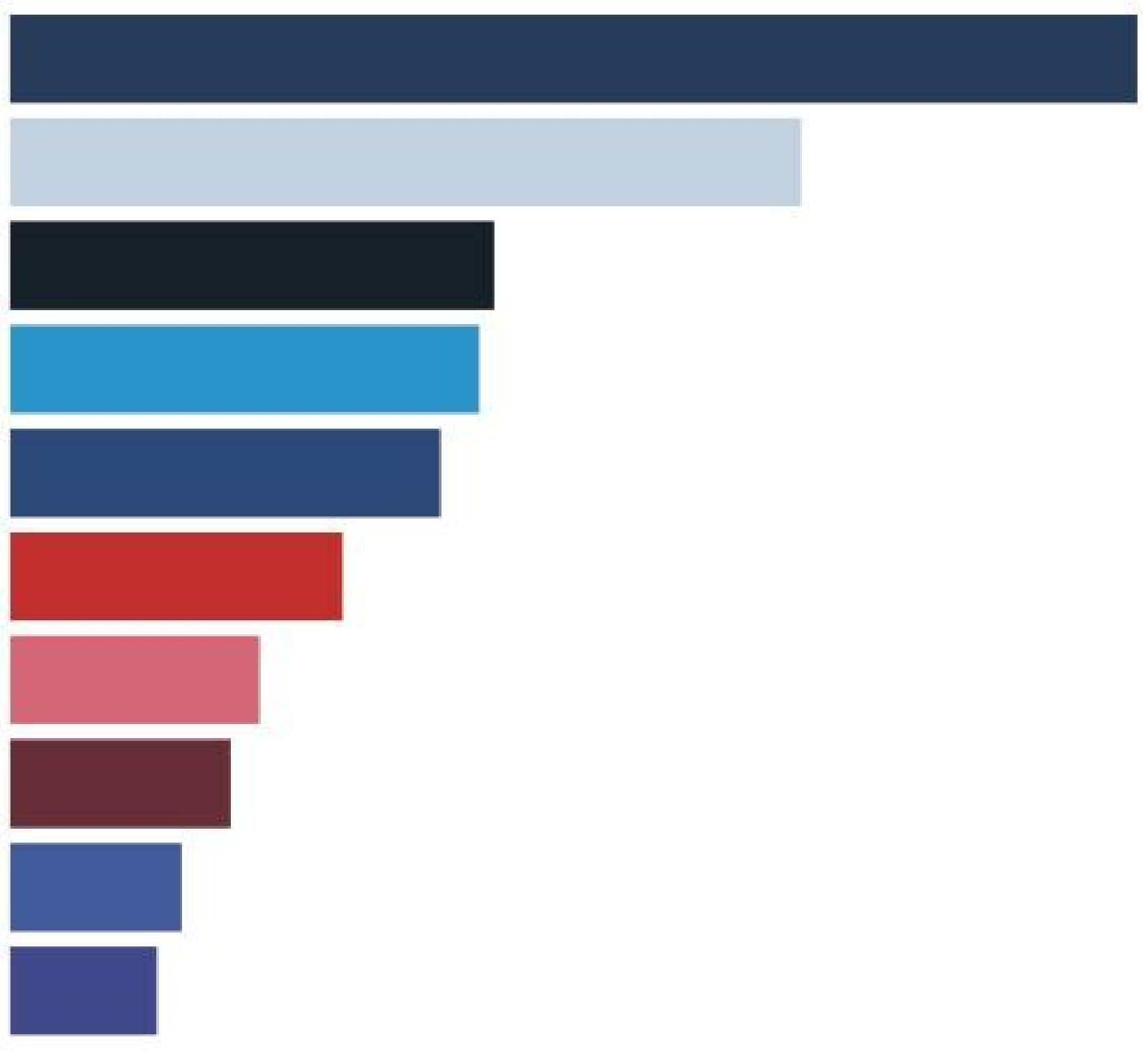
NEW CAR REGISTRATIONS BREAKDOWN	OCT 2022	MARKET SHARE	
● Diesel	6,347	4.7%	▼
● Electric	19,933	14.8%	▼
● Hybrid	15,712	11.7%	▲
● Mild Hybrid - Diesel	5,466	4.1%	▼
● Mild Hybrid - Petrol	20,993	15.6%	▲
● Petrol	56,994	42.4%	▼
● Plug-in Hybrid	8,899	6.6%	▼
Total registrations	134,344		



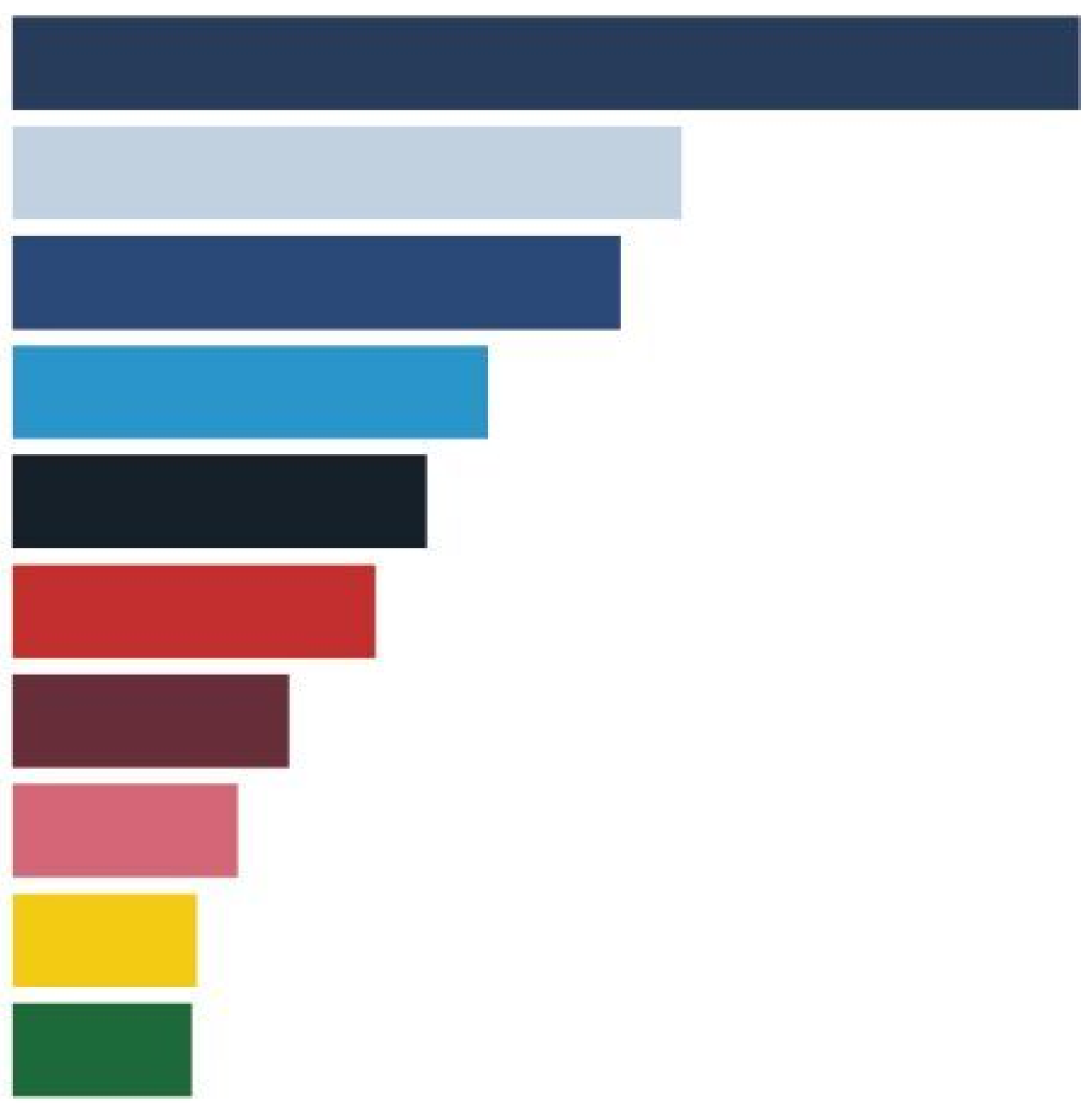
NEW CAR REGISTRATIONS BREAKDOWN	YEAR-TO-DATE	MARKET SHARE	
● Diesel	73,370	5.5%	▼
● Electric	195,547	14.6%	▲
● Hybrid	158,139	11.8%	▲
● Mild Hybrid - Diesel	61,524	4.6%	▼
● Mild Hybrid - Petrol	188,479	14.0%	▲
● Petrol	582,793	43.4%	▼
● Plug-in Hybrid	82,860	6.2%	▼
Total registrations	1,342,712		



TOP SELLING GROUPS BREAKDOWN	OCT 2022		MARKET SHARE	
● Volkswagen Group	31,550	▲	23.5%	▲
● Stellantis	21,758	▲	16.2%	▼
● Ford Motor Company	13,295	▲	9.9%	▲
● BMW Group	12,899	▼	9.6%	▼
● Hyundai Motor Group	11,776	▼	8.8%	▼
● Toyota Motor Corporation	9,108	▲	6.8%	▲
● Nissan Motor Company	6,817	▲	5.1%	▲
● Mercedes-Benz Group AG	6,079	▼	4.5%	▼
● SAIC Motor Corporation Ltd	4,749	▲	3.5%	▲
● Zhejiang Geely Holding Group	4,010	▼	3.0%	▼



TOP SELLING GROUPS BREAKDOWN	YEAR-TO-DATE		MARKET SHARE	
● Volkswagen Group	280,210	▼	20.9%	▼
● Stellantis	179,426	▼	13.1%	▲
● Hyundai Motor Group	159,541	▲	11.9%	▲
● BMW Group	124,773	▼	9.3%	▼
● Ford Motor Company	108,072	▲	8.1%	▲
● Toyota Motor Corporation	95,216	▼	7.1%	▼
● Mercedes-Benz Group AG	72,483	▼	5.4%	▼
● Nissan Motor Company	59,625	▲	4.4%	▲
● Groupe Renault	48,239	▲	3.6%	▲
● Jaguar Land Rover	47,640	▼	3.5%	▼



OVERALL BEST-SELLERS: OCT 2022

1	Ford Fiesta	4,230	▲
2	Nissan Qashqai	4,228	▲
3	Volkswagen Golf	3,339	▲
4	Ford Puma	3,218	▲
5	Vauxhall Corsa	2,784	▲
6	MINI Hatch, Convertible & Clubman	2,595	▼
7	Vauxhall Mokka	2,444	▲
8	Peugeot 2008	2,191	▲
9	Audi A3	2,176	▲
10	Fiat 500	2,169	▲

DIESEL BEST-SELLERS: OCT 2022

1	Land Rover Defender	1,467	▲
2	Volkswagen Tiguan	462	▲
3	Audi Q5	452	▼
4	BMW X5	425	▲
5	Ford Tourneo Custom	413	▲
6	Skoda Octavia	333	▲
7	BMW 5 Series	327	▲
8	Range Rover Sport	307	▲
9	Volkswagen Golf	288	▲
10	Ford Focus	261	▼

ALTERNATIVE FUEL BEST-SELLERS: OCT 2022

1	Toyota Yaris	1,893	▲
2	Toyota Corolla	1,457	▼
3	Ford Kuga	1,559	▲
4	Kia Niro	1,348	▼
5	BMW i4	1,285	NEW
6	Toyota Yaris Cross	1,237	▲
7	Hyundai Kona	1,179	▲
8	Toyota C-HR	1,123	▲
9	Polestar 2	1,069	▲
10	Hyundai Tucson	1,063	▲

OVERALL BEST-SELLERS: YEAR-TO-DATE

1	Nissan Qashqai	33,562	▲
2	Vauxhall Corsa	32,126	▼
3	Ford Puma	30,898	▲
4	Kia Sportage	26,393	▲
5	MINI Hatch, Convertible & Clubman	25,756	▲
6	Hyundai Tucson	24,326	▲
7	Ford Kuga	22,824	▲
8	Volkswagen Golf	22,683	▼
9	Kia Niro	21,456	▲
10	Tesla Model Y	20,658	NEW

DIESEL BEST-SELLERS: YEAR-TO-DATE

1	Ford Kuga	8,123	▼
2	Land Rover Defender	5,252	▲
3	Range Rover Evoque	5,137	▼
4	Mercedes-Benz GLC-Class	4,166	▲
5	Audi Q5	3,899	▼
6	Ford Tourneo Custom	3,462	▲
7	BMW X5	3,438	▲
8	BMW 5 Series	3,295	▲
9	Volkswagen Golf	3,153	▲
10	Range Rover Sport	3,133	▲

ALTERNATIVE FUEL BEST-SELLERS: YEAR-TO-DATE

1	Kia Niro	21,390	▲
2	Tesla Model Y	20,658	NEW
3	Toyota Yaris	17,968	▼
4	Toyota Corolla	16,230	▼
5	Toyota C-HR	15,971	▲
6	Hyundai Tucson	13,831	▲
7	Toyota Yaris Cross	12,052	▲
8	Hyundai Kona	11,765	▲
9	Tesla Model 3	11,571	▼
10	Honda Jazz	9,613	▼

NEW CAR REGISTRATIONS BY MANUFACTURER

OCT 2022	2022 - CARS SOLD	2022 % MARKET SHARE	2021 - CARS SOLD	2021 % MARKET SHARE	INCREASE/ DECREASE
Genesis	72	0.05%	6	0.01%	+1100.00%
DS Automobiles	539	0.40%	100	0.09%	+439.00%
Cupra	1,543	1.15%	753	0.71%	+104.91%
Land Rover	3,275	2.44%	1,610	1.52%	+103.42%
MG	4,749	3.53%	2,339	2.20%	+103.04%
Ford	13,295	9.90%	6,829	6.43%	+94.68%
Fiat	2,504	1.86%	1,318	1.24%	+89.98%
Skoda	4,130	307.00%	2,290	2.15%	+80.35%
Mazda	2,179	1.62%	1,322	1.24%	+64.83%
Toyota	8,341	6.21%	5,122	4.82%	+62.85%
Polestar	1,069	0.80%	658	0.62%	+62.46%
Bentley	141	0.10%	92	0.09%	+53.26%
Audi	10,193	7.59%	6,841	6.44%	+49.00%
Volkswagen	12,804	9.53%	9,052	8.52%	+41.45%
Nissan	6,817	5.07%	4,887	4.60%	+39.49%
Honda	2,245	1.67%	1,629	1.53%	+37.81%
Dacia	1,773	1.32%	1,318	1.24%	+34.52%
Renault	2,768	2.06%	2,123	2.00%	+30.38%
Subaru	168	0.13%	130	0.12%	+29.23%
Vauxhall	7,710	5.74%	6,099	5.74%	+26.41%
Citroën	2,781	2.07%	2,290	2.15%	+21.44%
BMW	9,199	6.85%	7,778	7.32%	+18.27%
Lexus	767	0.57%	672	0.63%	+14.14%
Peugeot	5,642	4.20%	5,106	4.80%	+10.50%
SsangYong	166	0.12%	152	0.14%	+9.21%
Hyundai	5,663	4.22%	5,447	5.13%	+3.97%
GWM Ora	42	0.03%	0	0.00%	0.00%
Mercedes-Benz	6,022	4.48%	6,856	6.45%	-12.16%
MINI	3,700	2.75%	4,289	4.04%	-13.73%
Kia	6,041	4.50%	7,436	7.00%	-18.76%
Suzuki	1,001	0.75%	1,274	1.20%	-21.43%
Porsche	1,207	0.90%	1,650	1.55%	-26.85%
Alfa Romeo	105	0.08%	146	0.14%	-28.08%
Tesla	11	0.01%	16	0.02%	-31.25%
Volvo	2,941	2.19%	4,606	4.33%	-36.15%
Jaguar	375	0.28%	605	0.57%	-38.02%
SEAT	1,532	1.14%	2,487	2.34%	-38.40%
Maserati	42	0.03%	81	0.08%	-48.15%
smart	57	0.04%	148	0.14%	-38.40%
Jeep	100	0.07%	274	0.26%	-63.50%
Total	134,344		106,265		+26.42%

YEAR TO DATE	2022 - CARS SOLD	2022 % MARKET SHARE	2021 - CARS SOLD	2021 % MARKET SHARE	INCREASE/ DECREASE
Genesis	638	0.05%	93	0.01%	+586.02
Cupra	12,016	0.89%	6,181	0.43%	+94.40
DS Automobiles	3,134	0.23%	1,826	0.13%	+71.63
MG	43,061	3.21%	25,290	1.78%	+70.27
Polestar	4,994	0.37%	3,083	0.22%	+61.99
Dacia	23,053	1.72%	14,585	1.03%	+58.06
Tesla	32,229	2.40%	22,164	1.56%	+45.41
Porsche	13,155	0.98%	9,686	0.68%	+35.81
Bentley	1,384	0.10%	1,064	0.07%	+30.08
Hyundai	69,757	5.20%	58,378	4.10%	+19.49
Kia	89,146	6.64%	81,532	5.73%	+9.34
Alfa Romeo	1,408	0.10%	1,300	0.09%	+8.31
SsangYong	1,373	0.10%	1,276	0.09%	+7.60
Nissan	59,625	4.44%	57,152	4.02%	+4.33
Fiat	17,900	1.33%	17,377	1.22%	+3.01
MINI	35,929	2.68%	35,141	2.47%	+2.24
Ford	108,072	8.05%	106,085	7.46%	+1.87
GWM Ora	42	0.00%	0	0.00%	0.00
Maserati	618	0.05%	619	0.04%	-0.16
Renault	24,948	1.86%	25,101	1.76%	-0.61
Toyota	87,279	6.50%	88,250	6.20%	-1.10
Citroën	25,588	1.91%	26,552	1.87%	-3.63
Peugeot	48,449	3.61%	51,369	3.61%	-5.68
Vauxhall	73,758	5.49%	78,340	5.51%	-5.85
Honda	21,689	1.62%	24,177	1.70%	-10.29
Mazda	20,827	1.55%	23,225	1.63%	-10.33
smart	1,112	0.08%	1,242	0.09%	-10.47
BMW	88,844	6.62%	101,139	7.11%	-12.16
Audi	90,238	6.72%	102,948	7.24%	-12.35
Mercedes-Benz	71,371	5.32%	85,108	5.98%	-16.14
Skoda	39,979	2.98%	48,805	3.43%	-18.08
Volkswagen	104,975	7.82%	130,338	9.16%	-19.46
Suzuki	15,078	1.12%	19,189	1.35%	-21.42
Land Rover	37,120	2.76%	47,685	3.35%	-22.16
Volvo	29,024	2.16%	41,027	2.88%	-29.26
Jaguar	10,520	0.78%	16,195	1.14%	-35.04
Lexus	7,937	0.59%	12,696	0.89%	-37.48
Subaru	1,056	0.08%	1,766	0.12%	-40.20
Jeep	2,136	0.16%	4,113	0.29%	-48.07
SEAT	18,463	1.38%	40,099	2.82%	-53.96
Total	1,342,712		1,422,879		-5.63

MARKETPLACE: IN THE PIPELINE

Our comprehensive guide to all of the models that are coming soon is designed to stop you being caught out buying an out-of-date car. This in-depth guide tells you when to expect new vehicles to arrive in UK showrooms, as there's nothing worse than taking delivery of a shiny new motor, only to find out that a newer version has just become available. Ask any car salesperson about the red-hot information on these pages, and they'll no doubt plead total ignorance, as they'll want to put you off the scent and shift their soon-to-be old stock. But be rest assured, our information is rock solid and comes from well-placed company insiders, leaked documents, and experts that are in the know. Alternatively, use this cast-iron information to negotiate a bigger discount off that soon to be replaced model, and walk away smugly, knowing that you've walked out of the showroom with the deal of the century.

E Abarth 500e	NEW New model	Summer 2023
D E Alfa Romeo Baby SUV	NEW New model	2023
PE Alfa Romeo Tonale Q4 PHEV	New Powertrain	2023
D Alfa Romeo Stelvio	Facelift	Early 2023
P Audi A1	Facelift	2023
D PE Audi A3	Facelift	2024
D PE Audi A4	NEW New model	2023
D PE Audi A5	NEW New model	2023
D PE Audi A6	Facelift	2023
D PE Audi A7	Facelift	2023
D PE Audi A8	Facelift	2024
E Audi A8 e-tron	Facelift	April 2023
D PE E Audi Q5	NEW New model	2024
D PE Audi Q7	NEW New model	2023
D PE Audi Q8	Facelift	2023
E Audi e-tron	Facelift	2023
D BMW 1 Series	Facelift	2023
D BMW 2 Series Convertible	New bodystyle	2023
D PE E BMW 5 Series	NEW New model	Winter 2023
PE BMW 750e xDrive and M760e xDrive	New Powertrain	Spring 2023
D BMW 740d xDrive	New Powertrain	April 2023
E BMW i7 xDrive60	NEW New model	December 2022
E BMW i7 M70 xDrive	New Powertrain	2023
PE BMW X1xDrive25e and xDrive30e	New Powertrain	November 2022
E BMW iX1	NEW New model	January 2023
D PE BMW X2	NEW New model	Early 2024
E BMW iX2	NEW New model	Early 2024
D PE BMW X5	Facelift	Summer 2023
D BMW X6	Facelift	Summer 2023
D PE BMW X8	NEW New model	2023
PE BMW XM	NEW New model	Spring 2023
PE BMW XM Label Red	New Powertrain	Autumn 2023
D P E Citroën C3	NEW New model	2024
D P E Citroën C3 Aircross	NEW New model	2024
PE E Citroën e-C4 X	NEW New model	2023
E Citroën e-Berlingo	Facelift	2024
E Cupra UrbanRebel	NEW New model	2025
E Cupra Born	Facelift	2025
PE Cupra Leon	Facelift	2024
PE Cupra Formentor	Facelift	2024
PE Cupra Tavascan	NEW New model	2024
PE Cupra Terramar	NEW New model	2024
PE Dacia Jogger Hybrid	New Powertrain	2023
D PE Dacia Large SUV	NEW New model	2023
D E DS 3	Facelift	January 2023
E DS 4 Electric	New Powertrain	2023
D PE DS 7	Facelift	November 2022
PE E Fiat Supermini	NEW New model	2023
PE E Fiat 500X	NEW New model	2024
PE E Fiat Tipo	NEW New model	2024
E Fisker Ocean	NEW New model	Mid 2023
PE Ford Puma	Facelift	2024
E Ford Puma Electric	New Powertrain	2024
E Ford Medium Crossover	NEW New model	2023
PE Ford Kuga	Facelift	2023
E Ford Sport Crossover	NEW New model	2024
E Ford Tourneo Courier	NEW New model	2024
D PE Ford Tourneo Connect Trend	New derivative	2024
D Ford Ranger	NEW New model	Early 2023
D Ford Ranger Raptor	New derivative	Spring 2023
PE Honda Jazz	Facelift	Early 2023
E Honda Compact SUV	NEW New model	Late 2023
PE Honda ZR-V	NEW New model	Late 2023
PE Honda CR-V	NEW New model	Late 2023
P Hyundai i10	Facelift	2023
P Hyundai i20	Facelift	2024
PE E Hyundai Kona	NEW New model	2023
E Hyundai Ioniq 6	NEW New model	Late 2022
E Hyundai Ioniq 7	NEW New model	Early 2024
D Ineos Grenadier	NEW New model	Late Summer 2022
E Jaguar New Range	NEW New model	2025
E PE Jeep Avenger	NEW New model	Summer 2023
PE Jeep Grand Cherokee	NEW New model	Early 2023
P Kia Picanto	NEW New model	2024
P Kia Rio	NEW New model	2024
D PE Kia Sorento Edition	New derivative	Quarter 2 2023
E Kia EV6 GT	New Powertrain	End 2022
E Kia EV9	NEW New model	2023
D PE Land Rover Defender 130	New bodystyle	Late 2022
D PE E Land Rover Discovery Sport	NEW New model	2023
E Lexus UX 300e	New Powertrain	Summer 2023
PE Lexus RX	NEW New model	Autumn 2022
PE Lexus RZ 450e	NEW New model	Early 2023
E Maserati Grecale	NEW New model	2023
E Maserati Levante	NEW New model	2024
E Maserati Quattroporte	NEW New model	2024
E Maserati GranCoupe	NEW New model	2023
E Maserati GranTurismo	NEW New model	2023
E Maserati MC20	NEW New model	2024
E Maxus MIFA 9	NEW New model	Early 2023
E Maxus T90EV	NEW New model	Early 2023
PE Mazda3	Facelift	2023
PE Mazda MX-30 Range Extender	New Powertrain	2023
D Mazda CX-60 Six Cylinder	New Powertrain	Quarter 1 2023
D PE Mazda CX-80	NEW New model	2023
D PE Mercedes-Benz A-Class	Facelift	Early 2023
D PE Mercedes-Benz B-Class	Facelift	Early 2023
D PE Mercedes-Benz CLA-Class	Facelift	2023
D PE Mercedes-Benz CLE-Class Cabriolet	New bodystyle	2023
D DE PE Mercedes-Benz E-Class	NEW New model	2023
D DE PE Mercedes-Benz S-Class	Facelift	2024
D PE Mercedes-Benz GLA-Class	Facelift	2023
D Mercedes-Benz GLB-Class	Facelift	2023
D DE PE Mercedes-Benz GLC-Class	NEW New model	January 2023
D DE PE Mercedes-Benz GLC-Class Coupé	New bodystyle	Summer 2023
D DE PE Mercedes-Benz GLE-Class	Facelift	2023
D DE Mercedes-Benz GLE-Class Coupé	Facelift	2023
D Mercedes-Benz GLS-Class	Facelift	2023
D Mercedes-Benz G-Class	Facelift	2023
E Mercedes-Benz EQC	NEW New model	Early 2024
E Mercedes-Benz EQE SUV	NEW New model	2023
E Mercedes-Benz EQS SUV	NEW New model	2023
E MG4 X-Power	New Powertrain	2023
P MINI Cooper	NEW New model	Autumn 2023

DS 3

What is it? A facelift of the baby SUV, now without the Crossback name
Why is it important? It marks the renewal of the entire DS range
When? The first cars will arrive early in the new year
How much? EV prices will be from around £37k

HYUNDAI IONIQ 6

What is it? It is the second prong in Hyundai's range of new Ioniq EVs
Why is it important? Streamliner is distinctly different to most EVs
When? The first cars will arrive in Hyundai showrooms late this year
How much? The well-equipped First Edition AWD costs £54,995

RENAULT 5

What is it? A return for the legendary name, this time as an EV
Why is it important? Looks to the past with a modern twist
When? First cars won't arrive until 2024 when it will replace the Zoe
How much? Designed to be great value, at perhaps as low as £20k

E	MINI Cooper	New model	2024
E	MINI Cooper Convertible	New bodystyle	2025
PE	MINI Countryman	New model	Autumn 2023
P	Nissan Micra Replacement	New model	Spring 2023
E	Nissan Leaf	New model	2023
PE	Nissan X-Trail	New model	November 2022
E	ORA Funky Cat Extra models	New derivative	2023
E	Peugeot e-208	New Powertrain	Early 2023
D P E	Peugeot 208/e-208	Facelift	2023
E	Peugeot e-308	New Powertrain	Summer 2023
PE	Peugeot 408	New model	Early 2023
E	Peugeot e-408	New Powertrain	2023
D PE	Peugeot 508	Facelift	2023
E	Peugeot e-2008	New Powertrain	2023
D P E	Peugeot 2008/e-2008	Facelift	2023
PE	Peugeot 3008 Hybrid	New Powertrain	2023
D PE E	Peugeot 3008	New model	2024
PE	Peugeot 5008 Hybrid	New Powertrain	2023
D PE E	Peugeot 5008	New model	2024
E	Peugeot e-Rifter	Facelift	2024
E	Polestar 2	Facelift	2023
E	Polestar 2 BST edition 270	New derivative	Winter 2022
E	Polestar 3	New model	Autumn 2023
E	Polestar 4	New model	2023
E	Polestar 5	New model	2024
E	Porsche Macan	New model	2023
PE	Porsche Cayenne	Facelift	2023
E	Range Rover Sport Electric	New Powertrain	2023
E	Range Rover Electric	New Powertrain	2023
E	Renault 4	New model	2025
E	Renault 5	New model	2024
P PE	Renault Clio	Facelift	2023
E	Renault Scenic	New model	2024
PE	Renault Austral	New model	Summer 2023
E	Rolls-Royce Spectre	New model	Autumn 2023
D PE	SEAT Leon	Facelift	2024
D PE	SEAT Tarraco	Facelift	2023
P	Skoda Scala	Facelift	2023
P D PE	Skoda Octavia	Facelift	2023
D PE E	Skoda Superb	New model	Autumn 2023
P	Skoda Kamiq	Facelift	Autumn 2023
E	Skoda Enyaq iV vRS	New Powertrain	2023
E	Skoda Enyaq iV Coupé	New bodystyle	Late 2022
E	Skoda Enyaq iV vRS Coupé	New Powertrain	Autumn 2022
D PE E	Skoda Kodiaq	New model	Autumn 2023
E	smart #1	New model	Summer 2023
E	SsangYong Torres EV	New model	Autumn 2023
E	Subaru Solterra	New model	November 2022
PE	Suzuki Swift	New model	Spring 2023
PE	Suzuki Swace	Facelift	2023
E	Suzuki Electric	New model	2024
E	Tesla Model S	Facelift	2023
E	Tesla Model X	Facelift	2023
PE	Toyota Yaris Cross GR Sport	New derivative	Autumn 2022
PE	Toyota Corolla	Facelift	Spring 2023
PE	Toyota Corolla Cross	New model	Late 2022
PE	Toyota C-HR	New model	2023
D	Toyota Hilux GR Sport	New derivative	Autumn 2022
P E	Vauxhall Corsa	Facelift	2024
PE	Vauxhall Astra GSe	New derivative	Early 2023
E	Vauxhall Astra Electric	New Powertrain	2023
D P PE	Vauxhall Astra Sports Tourer	New bodystyle	Autumn 2022
P E	Vauxhall Crossland	New model	2024
PE	Vauxhall Grandland GSe	New derivative	Early 2023
E	Vauxhall Manta Electric	New Powertrain	2025
E	Vauxhall Combo Electric	Facelift	2024
E	Volkswagen ID. Small	New model	2025
D PE	Volkswagen Golf	Facelift	2023
E	Volkswagen ID.3	Facelift	2023
E	Volkswagen ID.Buzz	New model	Late 2022
E	Volkswagen ID.Buzz LWB	New bodystyle	2023
E	Volkswagen ID.Aero	New model	2023
D PE	Volkswagen Passat	New model	2023
D PE	Volkswagen Touareg	Facelift	2023
D	Volkswagen Amarok	New model	End 2022
PE E	Volvo ES90	New model	Spring 2024
D PE	Volvo V60	Facelift	2023
PE E	Volvo EV90	New model	2024
E	Volvo EX Compact SUV	New model	2023
PE E	Volvo EX60	New model	2024
E	Volvo EX90	New model	Quarter 1 2024

MARKETPLACE: WHAT'S NEW

LEXUS

Prices have been revealed for the fifth generation RX, with the first cars expected at dealerships early next year. Three powertrains are on offer, in RX 350h, RX 450h+ plug-in hybrid and flagship RX 500h guises. Prices start at £59,950 for the RX 350h Premium Pack, which represents a £3,635 increase in price over the cheapest last generation RX. All versions come with Lexus' E-Four all-wheel drive system and this time around there isn't the option of seven-seats – all versions come with five chairs. CO_2 emissions range from 25 to 184g/km, depending on the version. The new performance editions of the RX kick off at £74,950 for the RX 500h F Sport, while the RX 450h+ Premium Pack starts at £64,950. Five trim levels are on offer, including Premium Pack, Premium Plus Pack, Takumi, F Sport, and F Sport with Takumi Pack. The only optional extra is £250 and that's for special paint, finished in a selection of five hues. Metallic and mica paint comes fitted as standard on all versions.

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MAZDA

The 2023 model year range of CX-5 models have been revealed by Mazda. Featuring unchanged 2.2-litre turbo diesel powertrains, the new line-up consists of Centre-Line, Exclusive-Line and Takumi. Enhancements to all models include wireless Android Auto and Apple CarPlay connectivity, as well as an upgrade from USB-A to USB-C ports. Additionally, a new signature paint colour is added, called Rhodium White. With the CX-5 accounting for 25% of all Mazda UK sales, it's an important model here. It is envisaged that the most popular version in the line-up will be Exclusive-Line. Prices start at £31,520 for the Centre-Line 2WD 2.2 Skyactiv D with 148bhp and manual gearbox, and rises to £41,335 for the Takumi AWD 2.2 Skyactiv D with 181bhp and automatic transmission. Available to order now, the first cars will arrive in UK showrooms in March 2023.

PEUGEOT

The new 408 will be available exclusively with petrol and plug-in hybrid drivetrains when it arrives in UK showrooms in the first quarter of 2023. A pure electric edition is also rumoured to be in the works. Featuring a distinctive fastback bodystyle, in addition to SUV-like styling cues, the new 408 is available with three trim levels – Allure, Allure Premium and GT. Prices start at £38,400 for the Allure Hybrid 180 edition and rise to £43,200 for the GT Hybrid 225. The price differential between the 180 and 225 plug-in hybrid drivetrains is just £1,400, which seems like good value for money. Standard equipment includes a 10-inch central touchscreen and 10-inch instrument display, wireless Android Auto and Apple CarPlay connectivity, DAB radio with navigation, an electric park brake, drive mode selector, dual-zone climate control, rear privacy glass, rear parking sensors and 180-degree reversing camera. In addition, there's power folding door mirrors, an auto-dimming rear-view mirror, faux leather and cloth upholstery, 17-inch alloy wheels and LED headlights with high beam assist. Allure Premium versions gain larger 19-inch alloy wheels, laminated side windows, front parking sensors, keyless entry and start, rear cross traffic alert warning, adaptive cruise control with stop and go and long range blind spot detection. Sitting at the top of the range is the GT, with lane position assist, a heated steering wheel, electric tailgate with gesture control, eight colour interior ambient lighting, a frameless auto-dimming rear-view mirror, Alcantara and faux leather upholstery, 19-inch graphite coloured alloy wheels, matrix LED headlights, LED rear lights and the Peugeot lion shield positioned on the front doors.

GOING, GOING, GONE

Every month, car makers quietly drop versions from their model ranges, for a variety of different reasons, but other motoring magazines rarely write or comment about them. And that's what makes Diesel&EcoCar different, as we notice everything. And this information is key if you want to negotiate the best deal on your next car, as you don't want an obsolete model to find its way onto your driveway without you being fully aware. Here we give you a rundown of all of the cars that are being discontinued this month, and that's so you can either avoid them like the plague, or negotiate a supersized discount to 'help' the dealer shift it. Showroom staff will be very keen to sell on stocks of these cars to replace them with the shiny new ranges that will be arriving, and so there's times that these models make a whole lot of sense. Armed with the information on these pages, you'll never be caught out and will be able to negotiate yourself a top deal, slicing a significant discount off of the list price.

With the new Q8 e-tron announced, the previous e-tron models are no longer available to order in both regular SUV and Sportback guises. Parts shortages have also meant the demise temporarily of the plug-in hybrid versions of the Q7 and Q8 with 55 TFSI e powertrain. Citroën has discontinued all BlueHDi 110 editions of the C4 and Peugeot has axed the entry-level 208 Active Premium+ BlueHDi 100 model and Active Premium editions of the 508 in both hatchback and SW bodystyles. Parts shortages mean that the Skoda Octavia iV PHEV models are temporarily unavailable to order, but are expected to return at a later date. Mercedes-Benz has reorganised the C-Class line-up, discontinuing some versions, while the A-Class and B-Class have received some titivation, the outgoing editions are no longer available to order. Mazda has revised the model range for the CX-5, changing the trim level names, and at the same time has discontinued GT Sport Edition and GT Sport Tech Edition versions of the 3 hatchback and Fastback. Honda has temporarily stopped selling the Jazz Crosstar in the UK because of parts problems and the Ford Ranger is no longer available, pending the new model arriving in UK showrooms early next year. At the same time, Ford has stopped selling the Puma ST-Line Design 2 with 1.0-litre EcoBoost engine.

Audi e-tron (All versions)
Audi e-tron Sportback (Every edition)
Audi Q7 55 TFSI e (All trim levels)
Audi Q8 55 TFSI e (All versions)
Citroën C4 BlueHDi 110 (All trim levels)
Ford Ranger (All previous generation versions)
Ford Puma ST-Line Design 2 1.0 EcoBoost
Honda Jazz Crosstar
Mazda 3 GT Sport Edition
Mazda 3 GT Sport Tech Edition
Mazda CX-5 (All previous model year versions)
Mercedes-Benz A-Class (All versions)
Mercedes-Benz B-Class (All editions)
Mercedes-Benz C 220 d Sport Saloon and Estate
Mercedes-Benz C 300 d AMG Line Saloon and Estate
Peugeot 208 Active Premium + BlueHDi 100
Peugeot 508 Active Premium (BlueHDi 130 and PHEV)
Peugeot 508 SW Active Premium (Both BlueHDi 130 and PHEV)
Skoda Octavia iV 1.4 TSI (All trim levels, both hatchback and estate)

PRICE CHANGES

CITROEN	▲	• C5X prices rise by £250 (£36,720 to £40,210)
HONDA	▲	• e price rises by £2,500 and e Advance goes up by £600. (£36,920 to £37,520)
KIA	▲	• All models rise by £50 (£13,400 to £62,645)
LEXUS	▲	• All LC models except Black Inspiration rise by £1,000 (£92,820 to £107,820)
mazda	▲	• 2 Hybrid prices increase by £660 (£21,820 to £25,135)
PEUGEOT	▲	• 208 prices all increase by £1,150 (£20,340 to £34,595) • Every 2008 model is now £1,450 to £1,560 pricier (£24,295 to £39,100) • New 308 rises by £1,750 (£28,420 to £40,820) • 3008 now £1,570 to £2,550 more expensive (£34,555 to £48,030) • 508 prices rise by £2,050, except Peugeot Sport Engineered (£35,785 to £56,465) • The 5008 is now £1,570 to £1,750 costlier (£37,030 to £41,000)
	▲	• All Megane E-Tech prices rise by £1,000 (£36,995 to £40,995)
V	▲	• Astra Plug-in Hybrid prices rise by £2,735 (£35,735 to £38,850)

LATEST EURO NCAP CRASH TEST RESULTS

	Adult Occupant	Child Occupant	Pedestrian	Safety Assist	Star rating
DS 9	79%	86%	67%	67%	★★★★
Honda Civic	89%	87%	82%	83%	★★★★★
Hyundai Ioniq 6	97%	87%	66%	90%	★★★★★
Nissan Ariya	86%	89%	74%	93%	★★★★★
Range Rover Sport	85%	85%	69%	82%	★★★★★
Range Rover	84%	87%	72%	82%	★★★★★
Renault Austral	88%	83%	69%	87%	★★★★★
smart #1	96%	89%	71%	88%	★★★★★
Subaru Solterra	88%	87%	79%	91%	★★★★★
Tesla Model S	94%	91%	85%	98%	★★★★★
Toyota bZ4X	88%	87%	79%	91%	★★★★★

DATA FILES
INDEX & KEY

Ever thought about which car makers produce a great range of cars, and the ones that need to try harder? Wonder no more, as we look back at every car that we've tested since Diesel Car was reborn back in April 2010.

Our tests have always delivered a definitive verdict and star rating out of five, and here we have compiled all of these results to deliver this handy at-a-glance test index. Expressed as a percentage, the average test rating even includes all of the star ratings from tests in this issue. Any car maker above that average level is doing well, producing cars that are better than the norm, while those that fall below have some work to do to catch up. Each month as we test more and more vehicles, these results will alter and evolve, with car makers rising and falling, and reflecting the ever changing standards within the car industry.

HOW THE PERCENTAGES RELATE TO OUR STAR RATINGS THIS MONTH

100%	■■■■■■■■■■	10/10 rating
90%	■■■■■■■■■□	9/10 rating
80%	■■■■■■■■□□	8/10 rating
70%	■■■■■■■□□□	7/10 rating
60%	■■■■■■□□□□	6/10 rating
50%	■■■■■□□□□□	5/10 rating
40%	■■■■□□□□□□	4/10 rating
30%	■■■□□□□□□□	3/10 rating
20%	■■□□□□□□□□	2/10 rating
10%	■□□□□□□□□□	1/10 rating

PLACING	CAR MAKER	%RATING	CHANGE
1=	Cupra	90.00	●
1=	Polestar	90.00	●
1=	Tesla	90.00	●
4	Jaguar	87.91	●
5	Skoda	85.68	●
6	Land Rover	83.91	●
7	BMW	83.75	▲
8	Ford	83.50	●
9	Porsche	83.00	●
10	MINI	82.80	●
11	Audi	82.32	●
12	Volkswagen	81.56	▼
13	Peugeot	81.37	●
14	Kia	81.10	●
15	Mazda	81.09	●
16=	Bentley	80.00	●
16=	Genesis	80.00	●
16=	SEAT	80.00	●
19	Citroën	79.29	▲
20	Mercedes-Benz	78.75	●
21	Honda	78.25	●
22	Volvo	78.17	●
23	Renault	78.08	●
24	DS Automobiles	78.00	●
25	Hyundai	77.78	●
Diesel&EcoCar Average test rating – 77.39%			
26	Nissan	76.72	▲
27	Vauxhall	76.30	●
28	Lexus	75.00	●
29	Dacia	73.75	●
30	MG	73.64	●
31	Alfa Romeo	73.60	●
32	smart	73.33	●
33	Suzuki	73.08	●
34	Isuzu	72.00	●
35	Toyota	71.64	●
36	Fiat	70.73	●
37	Jeep	67.78	●
38	Subaru	66.43	●
39	SsangYong	66.00	●

VEHICLE EXCISE DUTY BANDS

The requirement to display a tax disc may have been abolished, but you still need to pay an annual fee to the Government. Called Vehicle Excise Duty, or VED for short, the amount payable has been recently reformed. Effective from 1st April 2017 for any new car registered, the first year rates, payable upon original registration of the car, will vary according to the CO_2 emissions of the vehicle, while a standard rate of £165 per annum will apply in all subsequent years, no matter what the emissions are. Cars with a list price of £40,000 or more will attract an additional premium of £335, making a total payment of £500 per annum for years two to six. From year seven, the cost will revert to £165. For alternative fuel vehicles there's a £10 saving on all of the above costs, while pure electric cars are free.

CO_2 EMISSIONS

	1st Year rate Petrol and Diesel	1st Year rate Alternative fuels
0	£0	£0
1 - 50	£10	£0
51 - 75	£25	£15
76 - 90	£120	£110
91 - 100	£150	£140
101 - 110	£170	£160
111 - 130	£190	£180
131 - 150	£230	£220
151 - 170	£585	£575
171 - 190	£945	£935
191 - 225	£1,420	£1,410
226 - 255	£2,015	£2,005
256 +	£2,365	£2,355

JARGON BUSTER

DSG, PowerShift and S tronic are all names given by car makers to describe their twin-clutch automatic transmissions, in the same way that Dualogic, AGS, AMT, x-shift and ETG are terms for automated manual transmissions.

DPF = Diesel particulate filter
EGR = Exhaust gas recirculation
MH = Mild Hybrid
N/A = The data was unavailable as we went to press
S/S = Stop-start technology
SCR = Selective catalyst reduction
SB = Shooting Brake
ST = Sport Tourer or Sports Tourer
SW = Sportwagon or Sportswagon
TBA = The information was not available as we went to press

POWER

The power tab identifies the kind of propulsion you'll find under the bonnet of the vehicle. In these DataFiles, you will find information on every diesel car on sale, as well as eco-friendly vehicles like pure electric, petrol and diesel hybrids, plug-in hybrids, fuel-cell vehicles and also sub-125g/km CO_2 petrol cars.

D	Diesel
DE	Diesel electric hybrid
E	Electric
H	Hydrogen fuel-cell
P	Petrol
PE	Petrol electric hybrid
PL	Petrol with LPG
MH	Mild Hybrid
🔌	Plug-in functionality

COMPANY CAR TAX BENEFIT-IN-KIND (BIK) RATES 2022/2023

If your employer provides you with a company car, it is treated as a perk in the eyes of Her Majesty's Revenue and Customs (HMRC) and you will be taxed accordingly. This is called Benefit-in-Kind (BIK) taxation, and the amount you pay is dependent upon the P11D cost of the car, which is equal to the list price of the vehicle, including any optional extras you choose, minus the vehicle excise duty and first registration fee. You are then liable to pay a percentage of the P11D cost to HMRC, dependent upon the CO_2 emissions that the vehicle emits. New for 2020 is a tax break for pure electric vehicles, and a sliding scale for plug-in hybrid vehicles, depending on how far they can travel solely using electricity. This table will tell you the percentage rate that you'll need to pay.

2022/2023 TAX YEAR

CO_2 emissions	Electric range In miles	Alternative Fuel/ Petrol/RDE2 Diesel
0	2%	Any
1-50	2%	130+
1-50	5%	129-70
1-50	8%	69-40
1-50	12%	39-30
1-50	14%	29-1
51-54	15%	20%
55-59	16%	22%
60-64	17%	24%
65-69	18%	26%
70-74	19%	28%
75-79	20%	30%
80-84	21%	31%
85-89	22%	33%
90-94	23%	36%
95-99	24%	37%
100-104	25%	2%
105-109	26%	2%
110-114	27%	2%
115-119	28%	14%
120-124	29%	15%
125-129	30%	18%
130-134	31%	20%
135-139	32%	22%
140-144	33%	24%
145-149	34%	26%
150-154	35%	28%
155-159	36%	30%
160+	37%	31%

LIST PRICE

This is the total cost of the vehicle, including VAT, delivery charges and the first-year vehicle excise duty, if applicable. Any subsidies, like the electric vehicle grant, have already been deducted in our tables.

TRADE-IN VALUE

The value is based upon the car being traded into a car dealer after three years and 36,000 miles and the condition of the car is excellent.

COMBINED MPG

These are the official fuel economy figures released by the car maker, tested under new WLTP standards. While this figure better represents real-world driving, it should still be used for comparison purposes only. For electric cars, the figure in brackets is the maximum range, in miles.

ISSUE TESTED

The issue number is inserted if the model has been driven on UK roads by the Diesel Car test team, while 'LT' means that we've tested that particular model for an extended period of time as a long-term test car. If there's an 's' after the issue number, or 'LT' it means that we've tested the same model, with the same engine and gearbox combination, in the same bodystyle, just with a different trim level.

ALFA ROMEO

UK dealers: 45 Warranty: 5 years/75,000 miles Maintenance: 12,000 miles

TONALE

RATING ■■■■■■■■□□ 8/10

Sensational to look at, with PHEV versions to follow. First impressions are good, we can't wait to drive it in the UK.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Ti 1.5 Hybrid	432s	5H	7A	39995	15598	29	139	46.3	-	1469	129	20	177	41	132	8.8	1600	1500
PE	Veloce 1.5 Hybrid	432	5H	7A	42495	16573	29	138	46.3	-	1469	129	20	177	41	132	8.8	1600	1500
PE	Speciale 1.5 Hybrid	432s	5H	7A	38595	15052	28	142	44.8	-	1469	129	20	177	41	132	8.8	1600	1500

STELVIO

RATING ■■■■■■■■□□ 8/10

It looks stunning, and is every bit as good to drive. Gives buyers an option away from the default German choice.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Sprint 2.2 Q4 AWD	407	5H	8A	46649	15861	31	156	47.1	-	2143	188	-	332	-	130	7.6	1745	2300
D	Veloce 2.2 Q4 AWD	-	5H	8A	52449	19406	34	163	45.6	-	2143	207	-	347	-	134	6.6	1745	2300
D	Estrema 2.2 Q4 AWD	-	5H	8A	58849	18832	35	164	45.6	-	2143	207	-	347	-	134	6.6	1745	2300

AUDI

UK dealers: 115 Warranty: 3 years/60,000 miles Maintenance: Variable schedule

A1

RATING COMING SOON

A1 grows in size and is now 5-door only. Shares its underpinnings with the SEAT Ibiza and is built alongside in Spain.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	Sportback Technik 25 TFSI	-	5H	6M	20665	13019	16	124	51.4	-	999	94	-	129	-	119	11.0	1165	0
P	Sportback Technik 30 TFSI	-	5H	6M	21400	13054	17	120	53.3	-	999	109	-	148	-	126	10.5	1180	0
P	Sportback Sport 30 TFSI	-	5H	6M	22850	13482	17	123	52.3	-	999	109	-	148	-	126	10.5	1180	0

A3

RATING ■■■■■■■■□□ 8/10

Audi ups the ante with a tech-laden new A3, with greater attention to detail, better efficiency and a bigger personality.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	Sportback Technik 30 TFSI	-	5H	6M	26045	13283	14	125	51.4	-	999	109	-	148	-	127	10.6	1220	1300
P	Sportback Technik 30 TFSI	-	5H	7A	27595	14073	14	116	55.4	-	999	109	-	148	-	127	10.6	1280	1300
D	Sportback Technik 35 TDI	405s	5H	7A	31060	15841	21	120	61.4	-	1968	148	-	266	-	138	8.3	1415	1600
P	Sportback Sport 30 TFSI	-	5H	7A	28995	15077	15	119	54.3	-	999	109	-	148	-	127	10.6	1280	1300
D	Sportback Sport 35 TDI	405s	5H	7A	32460	16879	21	122	60.1	-	1968	148	-	266	-	138	8.3	1415	1600
PE	Sportback Sport 40 TFSI e 🔌	432s	5H	6A	35790	19685	27	26	256.8	40.0	1395	148	107	184	243	141	7.6	1560	1400
P	Sportback S line 30 TFSI	-	5H	7A	30895	16065	15	124	52.3	-	999	109	-	148	-	127	10.6	1280	1300
D	Sportback S line 35 TDI	405	5H	7A	34360	18211	22	127	58.9	-	1968	148	-	266	-	138	8.3	1415	1600
PE	Sportback S line 40 TFSI e 🔌	432	5H	6A	37690	21106	28	29	217.3	37.0	1395	148	107	184	243	141	7.6	1560	1400
PE	Sportback S line Competition 45 TFSI e 🔌	-	5H	6A	39440	21298	26	30	217.3	39.0	1395	148	107	184	243	144	6.8	1585	1400
D	Sportback Edition 1 35 TDI	-	5H	7A	37610	19933	24	128	57.6	-	1968	148	-	266	-	138	8.3	1415	1600
P	Sport 30 TFSI	-	4S	6M	28010	14845	15	125	51.4	-	999	109	-	148	-	130	10.6	1225	1300
P	Sport 30 TFSI	-	4S	7A	29560	15667	15	116	56.5	-	999	109	-	148	-	130	10.6	1285	1300
D	Sport 35 TDI	-	4S	7A	33025	17503	21	120	62.8	-	1968	148	-	266	-	142	8.3	1420	1600
P	S line 30 TFSI	-	4S	7A	31460	16674	16	120	53.3	-	999	109	-	148	-	130	10.6	1285	1300
D	S line 35 TDI	-	4S	7A	34925	18860	22	124	60.1	-	1968	148	-	266	-	142	8.3	1420	1600
D	Edition 1 35 TDI	-	4S	7A	38175	20615	24	126	58.9	-	1968	148	-	266	-	142	8.3	1420	1600

A4

RATING ■■■■■■■■■□ 9/10

Significantly more than the usual facelift, the A4 is right up the tailpipe of the 3 Series. S4 models are rapid!

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Technik 35 TDI	-	4S	7A	37405	13092	25	125	58.9	-	1968	161	-	273	-	142	8.2	1485	1700
D	Sport Edition 35 TDI	-	4S	7A	39950	15181	25	126	58.9	-	1968	161	-	273	-	142	8.2	1485	1700
D	Sport Edition 40 TDI quattro MH	-	4S	7A	42035	15973	29	139	53.3	-	1968	201	-	295	-	130	6.9	1590	1800
D	S line 35 TDI	-	4S	7A	40870	15531	27	135	54.3	-	1968	161	-	273	-	142	8.2	1485	1700
D	S line 40 TDI quattro MH	-	4S	7A	43270	16443	32	149	49.6	-	1968	201	-	295	-	149	6.9	1590	1800
D	Black Edition 35 TDI	-	4S	7A	42195	18144	27	138	53.3	-	1968	161	-	273	-	142	8.2	1485	1700
D	Black Edition 40 TDI quattro MH	-	4S	7A	44595	18730	32	152	48.7	-	1968	201	-	295	-	149	6.9	1590	1800
D	S4 TDI quattro MH	-	4S	8A	50230	22101	41	185	39.8	-	2967	337	-	516	-	155	4.6	1795	1900
D	S4 Black Edition TDI quattro MH	-	4S	8A	51730	24313	41	185	39.8	-	2967	337	-	516	-	155	4.6	1795	1900
D	S4 Vorsprung TDI quattro MH	-	4S	8A	59830	27522	44	187	39.8	-	2967	337	-	516	-	155	4.6	1795	1900
D	Avant Technik 35 TDI	-	5E	7A	38805	13970	25	129	57.6	-	1968	161	-	273	-	139	8.5	1530	1700
D	Avant Sport Edition 35 TDI	-	5E	7A	41390	15728	25	131	56.5	-	1968	161	-	273	-	130	8.5	1530	1700
D	Avant Sport Edition 40 TDI quattro MH	403s	5E	7A	43435	15637	29	143	51.4	-	1968	201	-	295	-	130	7.1	1625	1800
D	Avant S line 35 TDI	-	5E	7A	42270	16485	27	140	52.3	-	1968	161	-	273	-	139	8.5	1540	1700
D	Avant S line 40 TDI quattro MH	403	5E	7A	44670	16975	32	154	47.9	-	1968	201	-	295	-	147	7.1	1625	1800
D	Avant Black Edition 35 TDI	-	5E	7A	43595	18746	27	142	52.3	-	1968	161	-	280	-	139	8.5	1530	1700
D	Avant Black Edition 40 TDI quattro MH	403s	5E	7A	45995	19778	32	156	47.1	-	1968	201	-	295	-	147	7.1	1625	1800
D	S4 Avant TDI quattro MH	393	5E	8A	51630	23750	41	190	38.7	-	2967	337	-	516	-	155	4.7	1835	1900
D	S4 Avant Black Edition TDI quattro MH	393s	5E	8A	53605	25730	41	191	38.7	-	2967	337	-	516	-	155	4.7	1835	1900
D	S4 Avant Vorsprung TDI quattro MH	393s	5E	8A	61705	29001	44	193	38.2	-	2967	337	-	516	-	155	4.7	1835	1900

A5

RATING ■■■■■■■■□□ 8/10

Now revised, Audi turns up the sexiness in the A5, with great looks, more space, extra frugality and new tech.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Coupé Sport 35 TDI	-	2C	7A	42870	16291	30	125	58.9	-	1968	161	-	273	-	130	8.2	1490	1700
D	Coupé S line 35 TDI	-	2C	7A	44910	17066	33	134	55.4	-	1968	161	-	273	-	142	8.2	1490	1700
D	Coupé S line 40 TDI quattro MH	-	2C	7A	47575	17603	38	147	50.4	-	1968	201	-	295	-	150	6.9	1580	1800
D	Coupé Black Edition 35 TDI	-	2C	7A	46660	18664	35	137	54.3	-	1968	161	-	273	-	142	8.2	1490	1700
D	Coupé Black Edition 40 TDI quattro MH	-	2C	7A	49680	19375	39	151	48.7	-	1968	201	-	295	-	150	6.9	1580	1800
D	S5 Coupé TDI MH	-	2C	7A	55520	24429	45	184	40.4	-	2967	337	-	516	-	155	4.6	1785	1900
D	S5 Coupé Black Edition TDI MH	-	2C	7A	57720	26551	45	186	39.8	-	2967	337	-	516	-	155	4.6	1785	1900
D	S5 Coupé Vorsprung TDI MH	-	2C	7A	68120	28610	47	188	39.2	-	2967	337	-	516	-	155	4.6	1785	1900
D	Sportback Sport 35 TDI	-	5H	7A	42870	18434	30	127	57.6	-	1968	161	-	273	-	130	8.4	1520	1700
D	Sportback S line 35 TDI	-	5H	7A	44910	18862	33	137	54.3	-	1968	161	-	273	-	140	8.4	1520	1700
D	Sportback S line 40 TDI quattro MH	-	5H	7A	47575	19982	38	150	49.6	-	1968	201	-	295	-	150	7.0	1615	1800
D	Sportback Black Edition 35 TDI	-	5H	7A	46660	20997	34	139	53.3	-	1968	161	-	273	-	140	8.4	1520	1700
D	Sportback Black Edition 40 TDI quattro MH	-	5H	7A	49680	21859	39	153	48.7	-	1968	201	-	295	-	150	7.0	1615	1800
D	S5 Sportback TDI MH	403	5H	7A	55520	27205	45	187	39.8	-	2967	337	-	516	-	155	4.6	1820	1900
D	S5 Sportback Black Edition TDI MH	403s	5H	7A	57220	29182	45	189	39.2	-	2967	337	-	516	-	155	4.6	1820	1900
D	S5 Sportback Vorsprung TDI MH	403s	5H	7A	68595	31554	47	191	38.7	-	2967	337	-	516	-	155	4.6	1820	1900

LONG TERM TEST

A6

RATING ■■■■■■■■□□ 8/10

Impressive evolution that trumps rivals, delivering a better driving experience, more tech and extra space.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Sport 40 TDI quattro MH	-	4S	7A	44605	17396	35	147	50.4	-	1968	201	-	295	-	153	7.6	1780	2000
PE	Sport 50 TFSI e quattro 🔌	407	4S	7A	55230	20987	40	27	256.8	42.0	1984	261	141	273	258	155	6.2	2085	2000
D	S line 40 TDI quattro MH	-	4S	7A	48265	19306	37	147	50.4	-	1968	201	-	295	-	153	7.6	1780	2000
PE	S line 50 TFSI e quattro 🔌	407s	4S	7A	58890	23556	41	28	235.4	42.0	1984	261	141	273	258	155	6.2	2085	2000
D	Black Edition 40 TDI quattro MH	-	4S	7A	50560	20730	37	152	48.7	-	1968	201	-	295	-	153	7.6	1780	2000
PE	Black Edition 50 TFSI e quattro 🔌	407s	4S	7A	60830	25549	41	29	235.4	42.0	1984	261	141	273	258	155	6.2	2085	2000
D	Vorsprung 40 TDI quattro MH	-	4S	7A	66395	21910	41	155	47.9	-	1968	201	-	295	-	153	7.6	1780	2000
PE	Vorsprung 50 TFSI e quattro 🔌	407s	4S	7A	74030	28131	45	29	235.4	42.0	1984	261	141	273	258	155	6.2	2085	2000
D	S6 TDI quattro MH	397	4S	8A	63440	27914	43	184	40.4	-	2967	339	-	516	-	155	5.0	1955	2100
D	S6 Black Edition TDI quattro MH	397s	4S	8A	65240	29358	44	184	40.4	-	2967	339	-	516	-	155	5.0	1955	2100
D	S6 Vorsprung TDI quattro MH	397s	4S	8A	81340	30909	47	187	39.2	-	2967	339	-	516	-	155	5.0	1955	2100
D	Avant Sport 40 TDI quattro MH	-	5E	7A	47110	18844	35	151	48.7	-	1968	201	-	295	-	150	7.8	1845	2000
PE	Avant Sport 50 TFSI e quattro 🔌	-	5E	7A	57380	21804	40	30	217.3	41.0	1984	261	141	273	258	155	6.3	2150	2000
D	Avant S line 40 TDI quattro MH	-	5E	7A	50770	20816	37	152	48.7	-	1968	201	-	295	-	150	7.8	1845	2000
PE	Avant S line 50 TFSI e quattro 🔌	-	5E	7A	61040	24416	41	30	217.3	41.0	1984	261	141	273	258	155	6.3	2150	2000
D	Avant Black Edition 40 TDI quattro MH	-	5E	7A	52710	22138	37	162	47.1	-	1968	201	-	295	-	150	7.8	1845	2000
PE	Avant Black Edition 50 TFSI e quattro 🔌	-	5E	7A	62980	26452	41	31	217.3	41.0	1984	261	141	273	258	155	6.3	2150	2000
D	Avant Vorsprung 40 TDI quattro MH	-	5E	7A	68545	22620	41	162	45.6	-	1968	201	-	295	-	150	7.8	1845	2000
PE	Avant Vorsprung 50 TFSI e quattro 🔌	-	5E	7A	76180	28948	45	32	217.3	41.0	1984	261	141	273	258	155	6.3	2075	2000
D	S6 Avant TDI quattro MH	-	5E	8A	65590	29516	43	189	39.2	-	2967	339	-	516	-	155	5.1	2020	2100
D	S6 Avant Black Edition TDI quattro MH	-	5E	8A	67390	30999	44	188	39.2	-	2967	339	-	516	-	155	5.1	2020	2100
D	S6 Avant Vorsprung TDI quattro MH	-	5E	8A	83965	32746	47	193	38.2	-	2967	339	-	516	-	155	5.1	2020	2100

A7

RATING ■■■■■■■■□□ 8/10

It's a technical tour-de-force, with sophistication oozing from every corner, and a better package than its predecessor.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Sport 40 TDI quattro MH	-	5H	7A	53325	20264	42	152	48.7	-	1968	201	-	295	-	155	7.0	1835	2000
PE	Sport 50 TFSI e quattro 🔌	-	5H	7A	63530	24141	45	30	235.4	40.0	1984	261	141	273	258	155	6.3	2065	2000
D	Sport Edition 40 TDI quattro MH	-	5H	7A	53870	21009	44	150	49.6	-	1968	201	-	295	-	155	7.0	1835	2000
PE	Sport Edition 50 TFSI e quattro 🔌	-	5H	7A	64430	25128	47	29	235.4	40.0	1984	261	141	273	258	155	6.3	2065	2000
D	S line 40 TDI quattro MH	-	5H	7A	56525	22045	46	156	47.1	-	1968	201	-	295	-	155	7.0	1835	2000
PE	S line 50 TFSI e quattro 🔌	-	5H	7A	66930	27441	49	33	201.8	40.0	1984	261	141	273	258	155	6.3	2065	2000
D	Black Edition 40 TDI quattro MH	-	5H	7A	58925	22981	44	156	47.1	-	1968	201	-	295	-	155	7.0	1835	2000
PE	Black Edition 50 TFSI e quattro 🔌	-	5H	7A	69330	29812	49	33	201.8	40.0	1984	261	141	273	258	155	6.3	2065	2000
PE	Vorsprung 50 TFSI e quattro 🔌	-	5H	7A	86970	34788	50	33	201.8	40.0	1984	261	141	273	258	155	6.3	2065	2000
D	S7 TDI quattro MH	-	5H	8A	71600	30072	50	188	39.2	-	2967	339	-	516	-	155	5.1	2010	2100
D	S7 Black Edition TDI quattro MH	-	5H	8A	73400	32296	50	188	39.2	-	2967	339	-	516	-	155	5.1	2010	2100
D	S7 Vorsprung TDI quattro MH	-	5H	8A	90975	32751	50	191	38.7	-	2967	339	-	516	-	155	5.1	2010	2100

NEW A8

RATING ■■■■■■■■□□ 8/10

Audi ups the goody count and increases the level or ornateness on the exterior to deliver a blow to rivals.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Sport 50 TDI quattro MH	-	4S	8A	76135	21318	45	184	40.4	-	2967	282	-	443	-	155	5.9	2095	2300
PE	Sport 60 TFSI e quattro 🔌	-	4S	8A	87790	29849	50	42	148.7	37.0	2995	336	134	369	295	155	4.9	2385	2300
D	S line 50 TDI quattro MH	-	4S	8A	81135	22718	49	190	38.7	-	2967	282	-	443	-	155	5.9	2095	2300
PE	S line 60 TFSI e quattro 🔌	-	4S	8A	92790	31549	50	41	156.9	37.0	2995	336	134	369	295	155	4.9	2385	2300
D	Black Edition 50 TDI quattro MH	-	4S	8A	83435	24196	49	189	39.2	-	2967	282	-	443	-	155	5.9	2095	2300
PE	Black Edition 60 TFSI e quattro 🔌	-	4S	8A	95090	33282	50	40	156.9	37.0	2995	336	134	369	295	155	4.9	2385	2300
D	L Sport 50 TDI quattro MH	430	4S	8A	80135	20835	46	185	39.8	-	2967	282	-	443	-	155	5.9	2120	2300
PE	L Sport 60 TFSI e quattro 🔌	-	4S	8A	91790	32127	50	43	148.7	36.0	2995	336	134	369	295	155	4.9	2415	2300
D	L S line 50 TDI quattro MH	430s	4S	8A	85610	22259	49	191	38.7	-	2967	282	-	443	-	155	5.9	2120	2300
PE	L S line 60 TFSI e quattro 🔌	-	4S	8A	96790	33877	50	41	156.9	36.0	2995	336	134	369	295	155	4.9	2415	2300
D	L Vorsprung 50 TDI quattro MH	430s	4S	8A	104110	28110	50	196	37.7	-	2967	282	-	443	-	155	5.9	2120	2300
PE	L Vorsprung 60 TFSI e quattro 🔌	-	4S	8A	115290	43810	50	42	148.7	36.0	2995	336	134	369	295	155	4.9	2415	2300

Q3

RATING ■■■■■■■■□□ 8/10

Bigger and higher-tech than before, but this also brings a heftier price tag, too, positioning the Q3 further upmarket.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Technik 35 TDI	-	5H	7A	35405	20181	25	131	56.5	-	1968	148	-	266	-	128	9.3	1580	2000
PE	Technik 45 TFSI e 🔌	-	5H	6A	39985	20792	31	37	176.6	31.0	1395	148	114	184	243	130	7.3	1740	1400
D	Sport 35 TDI	-	5H	7A	37055	21121	25	132	56.5	-	1395	148	-	266	-	128	9.3	1580	2000
D	S line 35 TDI	-	5H	7A	38855	23313	26	140	53.3	-	1395	148	-	266	-	128	9.3	1580	2000
D	S line 40 TDI quattro	-	5H	7A	41580	24948	32	172	42.8	-	1395	197	-	295	-	139	7.3	1660	2200
PE	S line 45 TFSI e 🔌	-	5H	6A	43435	23889	32	44	148.7	31.0	1395	148	114	184	243	130	7.3	1740	1400
D	Black Edition 35 TDI	-	5H	7A	40205	24525	28	140	53.3		1395	148	-	266	-	128	9.3	1580	2000
D	Black Edition 40 TDI quattro	-	5H	7A	42930	26187	34	173	42.8	-	1395	197	-	295	-	139	7.3	1660	2200
PE	Black Edition 45 TFSI e 🔌	-	5H	6A	44785	25080	33	44	148.7	31.0	1395	148	114	184	243	130	7.3	1740	1400
D	Sportback Sport 35 TDI	-	5C	7A	38205	21777	24	133	55.4	-	1968	148	-	266	-	125	9.3	1580	2000
D	Sportback S line 35 TDI	-	5C	7A	40005	24003	25	140	53.3	-	1968	148	-	266	-	125	9.3	1580	2000
D	Sportback S line 40 TDI quattro	-	5C	7A	42730	25638	33	173	42.8	-	1968	197	-	295	-	139	7.3	1660	2200
PE	Sportback S line 45 TFSI e 🔌	-	5H	6A	44585	24522	32	44	148.7	29.0	1395	148	114	184	243	130	7.3	1740	1400
D	Sportback Black Edition 35 TDI	-	5C	7A	41355	25227	28	139	53.3	-	1968	148	-	266	-	125	9.3	1580	2000
D	Sportback Black Edition 40 TDI quattro	-	5C	7A	44080	26889	34	172	42.8	-	1968	197	-	295	-	139	7.3	1660	2200
PE	Sportback Black Edition 45 TFSI e 🔌	-	5H	6A	45935	25724	33	41	156.9	29.0	1395	148	114	184	243	130	7.3	1740	1400

Q4 E-TRON

RATING COMING SOON

New compact SUV with pure electric power, it defines the look of all future Audi models.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Sport 35 🔌	-	5H	1A	45690	32440	26	0	-	209.0	-	-	168	-	229	99	9.0	1890	1000
E	Sport 40 🔌	-	5H	1A	49930	35450	29	0	-	315.0	-	-	201	-	229	99	8.5	2050	1000
E	Sport 50 quattro 🔌	-	5H	1A	56310	41106	37	0	-	300.0	-	-	295	-	339	111	6.2	2135	1200
E	S line 35 🔌	-	5H	1A	47790	34887	25	0	-	201.0	-	-	168	-	229	99	9.0	1890	1000
E	S line 40 🔌	-	5H	1A	52030	37982	29	0	-	303.0	-	-	201	-	229	99	8.5	2050	1000
E	S line 50 quattro 🔌	-	5H	1A	58410	43808	37	0	-	291.0	-	-	295	-	339	111	6.2	2135	1200
E	Edition 1 35 🔌	-	5H	1A	51885	38395	28	0	-	202.0	-	-	168	-	229	99	9.0	1890	1000
E	Edition 1 40 🔌	-	5H	1A	56125	41533	31	0	-	305.0	-	-	201	-	229	99	8.5	2050	1000
E	Edition 1 50 quattro 🔌	-	5H	1A	62505	46879	39	0	-	292.0	-	-	295	-	339	111	6.2	2135	1200
E	Sportback Sport 35 🔌	-	5H	1A	47190	29730	26	0	-	211.0	-	-	168	-	229	99	9.0	1895	1000
E	Sportback Sport 40 🔌	-	5H	1A	51430	32401	30	0	-	320.0	-	-	201	-	229	99	8.5	2045	1000
E	Sportback Sport 50 quattro 🔌	-	5H	1A	57810	36420	37	0	-	303.0	-	-	295	-	339	111	6.2	2140	1200
E	Sportback S line 35 🔌	-	5H	1A	49290	32039	26	0	-	207.0	-	-	168	-	229	99	9.0	1895	1000
E	Sportback S line 40 🔌	-	5H	1A	53530	34259	30	0	-	313.0	-	-	201	-	229	99	8.5	2045	1000
E	Sportback S line 50 quattro 🔌	-	5H	1A	59910	38342	37	0	-	298.0	-	-	295	-	339	111	6.2	2140	1200
E	Sportback Edition 1 35 🔌	-	5H	1A	53385	34166	28	0	-	205.0	-	-	168	-	229	99	9.0	1895	1000
E	Sportback Edition 1 40 🔌	-	5H	1A	57625	36880	32	0	-	310.0	-	-	201	-	229	99	8.5	2045	1000
E	Sportback Edition 1 50 quattro 🔌	-	5H	1A	64005	40963	39	0	-	295.0	-	-	295	-	339	111	6.2	2140	1200

Q5

RATING ■■■■■■■■□□ 8/10

Classy Q5 range expanded to include Sportback. Pleasing to drive, with good equipment levels and well priced.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Sport 40 TDI quattro MH	409	5H	7A	46275	21287	33	165	44.8	-	1968	201	-	295	-	137	7.6	1805	2400
PE	Sport 50 TFSI e quattro 🔌	428s	5H	7A	53715	27395	41	35	188.3	37.0	1984	261	141	273	258	148	6.1	2075	2000
D	S line 40 TDI quattro MH	409s	5H	7A	49275	23159	35	170	43.5	-	1968	201	-	295	-	137	7.6	1805	2400
PE	S line 50 TFSI e quattro 🔌	428	5H	7A	56265	29258	43	38	176.6	37.0	1984	261	141	273	258	148	6.1	2075	2000
D	Edition 1 40 TDI quattro MH	409s	5H	7A	54135	27609	36	172	42.8	-	1968	201	-	295	-	137	7.6	1805	2400
PE	Edition 1 50 TFSI e quattro 🔌	428s	5H	7A	60765	31598	43	39	166.2	37.0	1984	261	141	273	258	148	6.1	2075	2000
D	Vorsprung 40 TDI quattro MH	409s	5H	7A	64785	29801	40	178	41.5	-	1968	201	-	295	-	137	7.6	1805	2400
PE	Vorsprung 50 TFSI e quattro 🔌	428s	5H	7A	71415	33565	44	41	166.2	37.0	1984	261	141	273	258	148	6.1	2075	2000
D	SQ5 TDI quattro MH	-	5H	8A	60245	31930	45	215	34.4	-	2967	337	11	516	-	155	5.1	2085	2400
D	SQ5 Vorsprung TDI quattro MH	-	5H	8A	75395	39205	46	220	33.6	-	2967	337	11	516	-	155	5.1	2085	2400
D	Sportback Sport 40 TDI quattro MH	-	5C	7A	49175	22621	35	165	44.8	-	1968	201	-	295	-	137	7.6	1825	2400
PE	Sportback Sport 50 TFSI e quattro 🔌	-	5C	7A	56165	28644	41	36	188.3	37.0	1984	261	141	273	258	148	6.1	2150	2000
D	Sportback S line 40 TDI quattro MH	-	5C	7A	51725	25345	37	170	43.5	-	1968	201	-	295	-	137	7.6	1825	2400
PE	Sportback S line 50 TFSI e quattro 🔌	-	5C	7A	58715	29358	43	39	166.2	37.0	1984	261	141	273	258	148	6.1	2150	2000
D	Sportback Edition 1 40 TDI quattro MH	-	5C	7A	56585	28858	38	173	42.8	-	1968	201	-	295	-	137	7.6	1825	2400
PE	Sportback Edition 1 50 TFSI e quattro 🔌	-	5C	7A	63215	32872	43	40	166.2	37.0	1984	261	141	273	258	148	6.1	2150	2000
D	Sportback Vorsprung 40 TDI quattro MH	-	5C	7A	67235	30928	40	177	41.5	-	1968	201	-	295	-	137	7.6	1825	2400
PE	Sportback Vorsprung 50 TFSI e quattro 🔌	-	5C	7A	73865	34717	43	42	156.9	37.0	1984	261	141	273	258	148	6.1	2150	2000
D	SQ5 Sportback TDI quattro MH	418s	5C	8A	62695	33228	45	215	34.4	-	2967	337	11	516	-	155	5.1	2010	2400
D	SQ5 Sportback Vorsprung TDI quattro MH	418	5C	8A	77845	40479	47	219	33.6	-	2967	337	11	516	-	155	5.1	2010	2400

Power Source Test date Doors Gearbox List price£ Trade-in value Ins. Group CO2g/km Combined mpg Electric range (miles) Engine cc Engine bhp/rpm Electric bhp Engine torque Lb ft Electric torque lb ft Top speed 0-62mph Kerb weight (kg) Towing weight (kg)

MEGAFACTORIES

MAGNA STEYR, GRAZ, AUSTRIA

While almost every plant we've featured so far is owned by a vehicle manufacturer, Magna Steyr's Graz facility in Austria stands out. It's the factory that brands turn to for the production of some of their most complex models. To date, 3.7 million vehicles have rolled out of the Graz plant, wearing the badges of 10 different marques.

This dates all the way back to the Voiturette in 1906, but ramped up in the late 1950s as Graz took on production of the Puch 500/650/700c and 126, which were based on Fiat models and built under licence. Then, in 1972, Mercedes-Benz requested Steyr-Daimler-Puch's help with the development of the original G-Class. Steyr had significant know-how in 4x4 systems, and the resulting SUV has become one of the most distinctive and famous vehicles built in Graz. Along with being purchased by over 60 nations for military use, the G-Class has become a status symbol, fitted with increasingly more luxurious interiors and powerful engines. It is now the go to car for footballers in the UK, and the list price has gone skyward as a result.

In 1984, Volkswagen contracted the facility to produce the Transporter T3 4x4, followed by the Golf Country in 1990, thanks again to its expertise in four-wheel drive systems. The high-riding Golf couldn't be finished on the regular production line in Wolfsburg, so CL Syncro models were sent to Graz to have the raised running gear and additional accessories fitted.

Mercedes-Benz again turned to Magna Steyr to build the E-Class, and the supplier also helped develop and build the BMW X3 SUV. Known for the quality of its finished products, Magna Steyr has also become revered for its ability to build complex models, such as the Audi TT, Peugeot RCZ and even the Aston Martin Rapide, featuring dramatic styling and intricate bodywork that's difficult to stamp. Complexity certainly doesn't seem to be an issue, as evidenced by Graz producing the Jaguar I-Pace – the brand's first-ever electric model. Magna Steyr extended its facility to produce the E-Pace, and every example on the road has been built in Austria. Various Jeep models and the MINI Countryman and Paceman hail from Graz, and it continues to produce the BMW Z4 and 5 Series, Jaguar I-Pace and E-Pace and Toyota GR Supra. As the motor industry faces a huge shift to electrification, Magna Steyr's expertise is increasingly being employed by start-ups, and it's set to begin production of the Fisker Ocean EV in 2023, with plans to produce around 42,000 cars in the first year.

Q7

RATING ■■■■■■■■□□ 8/10

Second generation Q7 is huge both inside and out. Crammed full of equipment and plusher than ever before.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Sport 45 TDI quattro MH	-	5H	8A	60820	28585	42	213	34.9	-	2967	228	-	369	-	142	7.3	2165	3500
D	Sport 50 TDI quattro MH	403s	5H	8A	63860	28737	43	213	34.9	-	2967	282	-	443	-	150	6.5	2275	3500
D	S line 45 TDI quattro MH	-	5H	8A	63970	31345	42	209	35.3	-	2967	228	-	369	-	142	7.3	2165	3500
D	S line 50 TDI quattro MH	403	5H	8A	67010	31495	44	209	35.3	-	2967	282	-	443	-	150	6.5	2275	3500
D	Black Edition 45 TDI quattro MH	-	5H	8A	68520	36316	43	209	35.3	-	2967	228	-	369	-	142	7.3	2165	3500
D	Black Edition 50 TDI quattro MH	403s	5H	8A	71560	36496	44	209	35.3	-	2967	282	-	443	-	150	6.5	2275	3500
D	Vorsprung 45 TDI quattro MH	-	5H	8A	86070	43035	47	220	33.6	-	2967	228	-	369	-	142	7.3	2165	3500
D	Vorsprung 50 TDI quattro MH	403s	5H	8A	89110	42773	49	220	33.6	-	2967	282	-	443	-	150	6.5	2275	3500

Q8

RATING ■■■■■■■■□□ 8/10

Audi ups its game in the SUV stakes with a barnstorming SUV that trumps the Q7 and looks awesome into the bargain.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	S line 50 TDI quattro MH	381	5H	8A	71340	32103	47	217	34.0	-	2967	282	-	443	-	152	6.1	2160	2800
D	Black Edition 50 TDI quattro MH	386s	5H	8A	75335	38421	48	219	33.6	-	2967	282	-	443	-	150	6.1	2160	2800
D	Vorsprung 50 TDI quattro MH	386	5H	8A	92135	44225	49	223	33.2	-	2967	282	-	443	-	152	6.1	2160	2800

Q8 E-TRON

RATING COMING SOON

The new name for e-tron, positioned at the top of the Audi line-up. Refreshed looks are paired with extra equipment.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Sport 50 quattro 🔌	-	5H	1A	67800	28069	tba	tba	-	tba	-	-	335	-	490	124	6.0	2510	tba
E	S line 50 quattro 🔌	-	5H	1A	72800	31304	tba	tba	-	tba	-	-	335	-	490	124	6.0	2510	tba
E	Black Edition 50 quattro 🔌	-	5H	1A	75150	36072	tba	tba	-	tba	-	-	335	-	490	124	6.0	2510	tba
E	Vorsprung 50 quattro 🔌	-	5H	1A	89800	38614	tba	tba	-	tba	-	-	335	-	490	124	6.0	2510	tba
E	Sport 55 quattro 🔌	-	5H	1A	77800	30342	tba	tba	-	tba	-	-	402	-	490	124	5.6	2510	tba
E	S line 55 quattro 🔌	-	5H	1A	82800	33120	tba	tba	-	tba	-	-	402	-	490	124	5.6	2510	tba
E	Black Edition 55 quattro 🔌	-	5H	1A	85150	38318	tba	tba	-	tba	-	-	402	-	490	124	5.6	2510	tba
E	Vorsprung 55 quattro 🔌	-	5H	1A	99800	39920	tba	tba	-	tba	-	-	402	-	490	124	5.6	2510	tba
E	SQ8 Black Edition 🔌	-	5H	1A	97500	39000	tba	tba	-	tba	-	-	496	-	718	130	4.5	2650	tba
E	SQ8 Vorsprung 🔌	-	5H	1A	114500	44655	tba	tba	-	tba	-	-	496	-	718	130	4.5	2650	tba
E	Sportback Sport 50 quattro 🔌	-	5H	1A	70300	33041	tba	tba	-	tba	-	-	335	-	490	124	6.0	2510	tba
E	Sportback S line 50 quattro 🔌	-	5H	1A	75300	36897	tba	tba	-	tba	-	-	335	-	490	124	6.0	2510	tba
E	Sportback Black Edition 50 quattro 🔌	-	5H	1A	77650	41155	tba	tba	-	tba	-	-	335	-	490	124	6.0	2510	tba
E	Sportback Vorsprung 50 quattro 🔌	-	5H	1A	92300	44304	tba	tba	-	tba	-	-	335	-	490	124	6.0	2510	tba
E	Sportback Sport 55 quattro 🔌	-	5H	1A	80300	36135	tba	tba	-	tba	-	-	402	-	490	124	5.6	2510	tba
E	Sportback S line 55 quattro 🔌	-	5H	1A	85300	40091	tba	tba	-	tba	-	-	402	-	490	124	5.6	2510	tba
E	Sportback Black Edition 55 quattro 🔌	-	5H	1A	87650	43825	tba	tba	-	tba	-	-	402	-	490	124	5.6	2510	tba
E	Sportback Vorsprung 55 quattro 🔌	-	5H	1A	102300	46035	tba	tba	-	tba	-	-	402	-	490	124	5.6	2510	tba
E	SQ8 Sportback Black Edition 🔌	-	5H	1A	100000	46000	tba	tba	-	tba	-	-	496	-	718	130	4.5	2650	tba
E	SQ8 Sportback Vorsprung 🔌	-	5H	1A	117000	52650	tba	tba	-	tba	-	-	496	-	718	130	4.5	2650	tba

E-TRON GT

RATING ■■■■■■■■□□ 8/10

A new pure-electric luxury Gran Turismo flagship, it's a technical tour de force, with Incredible performance.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	quattro 🔌	418s	4S	2A	84000	52080	50	0	-	300.0	-	-	523	-	472	152	4.1	2347	0
E	Vorsprung quattro 🔌	418	4S	2A	110100	67161	50	0	-	299.0	-	-	523	-	472	152	4.1	2347	0
E	RS 🔌	-	4S	2A	115000	73600	50	0	-	288.0	-	-	637	-	612	155	3.3	2276	0
E	RS Carbon Black 🔌	-	4S	2A	128590	81012	50	0	-	287.0	-	-	637	-	612	155	3.3	2276	0
E	RS Carbon Vorsprung 🔌	-	4S	2A	137390	83808	50	0	-	286.0	-	-	637	-	612	155	3.3	2276	0

BENTLEY

UK dealers: 20 Warranty: 3 years/Unlimited miles Maintenance: 10,000 miles

FLYING SPUR

RATING COMING SOON

After being available abroad, the PHEV is now available to order in the UK. We've yet to test it, but will do soon.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Hybrid 🔌	-	4S	8A	173470	91939	tba	75	85.6	25.5	2995	335	126	332	258	177	4.1	2517	0
PE	Odyssean Edition Hybrid 🔌	-	4S	8A	tba	#VALUE!	tba	75	85.6	25.5	2995	335	126	332	258	177	4.1	2517	0
PE	Azure Hybrid 🔌	-	4S	8A	tba	#VALUE!	tba	75	85.6	25.5	2995	335	126	332	258	177	4.1	2517	0
PE	S Hybrid 🔌	-	4S	8A	tba	#VALUE!	tba	75	85.6	25.5	2995	335	126	332	258	177	4.1	2517	0
PE	Mulliner Hybrid 🔌	-	4S	8A	223455	134073	tba	75	85.6	25.5	2995	335	126	332	258	177	4.1	2517	0

BENTAYGA

RATING COMING SOON

Revised with less controversial looks and an updated hybrid drivetrain. It sits with a select gathering of super SUVs.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Hybrid 🔌	-	5H	8A	155665	94956	tba	tba	tba	28.0	2995	335	134	332	258	158	5.3	2510	0
PE	Odyssean Edition Hybrid 🔌	-	5H	8A	tba	#VALUE!	tba	tba	tba	28.0	2995	335	134	332	258	158	5.3	2510	0
PE	Azure Hybrid 🔌	-	5H	8A	tba	#VALUE!	tba	tba	tba	28.0	2995	335	134	332	258	158	5.3	2510	0
PE	S Hybrid 🔌	-	5H	8A	tba	#VALUE!	tba	tba	tba	28.0	2995	335	134	332	258	158	5.3	2510	0

BMW

UK dealers: 135 Warranty: 3 years/60,000 miles Maintenance: Variable schedule

1 SERIES

RATING ■■■■■■■■□□ 8/10

New 1 Series will have BMW purists up in arms with its move to front-wheel-drive. Sharper and well kitted out.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	116d SE	-	5H	6M	28425	14213	16	120	61.4	-	1496	114	-	199	-	125	10.3	1385	1300
D	116d SE	-	5H	7A	29775	14888	16	121	61.4	-	1496	114	-	199	-	125	10.1	1460	1300
D	116d Sport	-	5H	6M	29425	15595	16	121	61.4	-	1496	114	-	199	-	125	10.3	1385	1300
D	116d Sport	-	5H	7A	30775	16311	16	122	60.1	-	1496	114	-	199	-	125	10.1	1460	1300
D	116d M Sport	-	5H	6M	31225	17174	16	124	58.9	-	1496	114	-	199	-	125	10.3	1385	1300
D	116d M Sport	-	5H	7A	32575	17916	16	125	58.9	-	1496	114	-	199	-	125	10.1	1460	1300
D	118d SE	-	5H	6M	29640	15116	21	122	60.1	-	1995	148	-	258	-	136	8.5	1430	1300
D	118d SE	397s	5H	8A	31240	15932	21	128	57.6	-	1995	148	-	258	-	135	8.4	1505	1300
D	118d Sport	-	5H	6M	30640	16546	21	123	60.1	-	1995	148	-	258	-	136	8.5	1430	1300
D	118d Sport	397	5H	8A	32240	17410	21	128	57.6	-	1995	148	-	258	-	135	8.4	1505	1300
D	118d M Sport	-	5H	6M	32440	17842	22	126	58.9	-	1995	148	-	258	-	136	8.5	1430	1300
D	118d M Sport	397s	5H	8A	34080	18744	22	132	56.5	-	1995	148	-	258	-	135	8.4	1505	1300
D	120d Sport	-	5H	8A	34270	18506	26	129	57.6	-	1995	188	-	295	-	144	7.3	1525	1300
D	120d M Sport	-	5H	8A	36110	19499	26	133	55.4	-	1995	188	-	295	-	144	7.3	1525	1300
D	120d xDrive Sport	-	5H	8A	35810	18263	26	135	55.4	-	1995	188	-	295	-	143	7.0	1590	1500
D	120d xDrive M Sport	-	5H	8A	37610	19181	26	138	53.3	-	1995	188	-	295	-	143	7.0	1590	1500

2 SERIES (FWD)

RATING ■■■■■■■■□□ 8/10

Taller, longer and wider than before, its diesel engine has been extensively upgraded, too.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	218d Sport Gran Coupé	-	4C	6M	31295	16586	24	119	61.4	-	1998	148	-	258	-	138	8.6	1500	1300
D	218d Sport Gran Coupé	-	4C	8A	32895	17434	24	126	58.9	-	1998	148	-	258	-	138	8.5	1545	1300
D	218d M Sport Gran Coupé	-	4C	6M	33245	17952	24	122	60.1	-	1998	148	-	258	-	138	8.6	1500	1300
D	218d M Sport Gran Coupé	-	4C	8A	34845	18816	24	129	57.6	-	1998	148	-	258	-	138	8.5	1545	1300
D	220d Sport Gran Coupé	404s	4C	8A	34725	17710	28	129	57.6	-	1998	188	-	295	-	139	7.5	1580	1300
D	220d M Sport Gran Coupé	404	4C	8A	36715	18725	28	133	55.4	-	1998	188	-	295	-	139	7.5	1580	1300
PE	225e Sport Active Tourer 🔌	-	4S	7A	36820	18778	27	15	470.8	56.0	tba	tba	tba	tba	tba	tba	6.7	tba	tba
PE	225e Luxury Active Tourer 🔌	-	4S	7A	38640	19320	27	15	470.8	56.0	tba	tba	tba	tba	tba	tba	6.7	tba	tba
PE	225e M Sport Active Tourer 🔌	-	4S	7A	40495	19843	30	15	470.8	55.0	tba	tba	tba	tba	tba	tba	6.7	tba	tba
PE	230e Luxury Active Tourer 🔌	-	4S	7A	41350	20262	31	14	470.8	57.0	tba	tba	tba	tba	tba	tba	5.5	tba	tba
PE	230e M Sport Active Tourer 🔌	-	4S	7A	43205	20738	33	15	403.5	55.0	tba	tba	tba	tba	tba	tba	5.5	tba	tba
D	218d Sport Active Tourer	-	5H	7A	32895	15461	22	127	57.6	-	1995	148	-	266	-	137	8.8	1620	1400
D	218d Luxury Active Tourer	-	5H	7A	34715	16316	23	127	58.9	-	1995	148	-	266	-	137	8.8	1620	1400
D	218d M Sport Active Tourer	-	5H	7A	36570	16457	23	129	57.6	-	1995	148	-	266	-	137	8.8	1620	1400

2 SERIES (RWD)

RATING COMING SOON

Coupé sticks with RWD, but others switch to FWD. Wins friends for its road manners, but styling an acquired taste.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	220d M Sport MH	-	2C	8A	37985	17093	29	122	60.1	-	1995	188	11	295	-	148	6.9	1655	1600

NEW 3 SERIES

RATING ■■■■■■■■■□ 9/10

A slimmed down BMW, all mild hybrid diesel line-up, features an updated cabin and re-profiled, sportier exterior.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	330e Sport 🔌	-	4S	8A	43515	23933	33	30	217.3	38.0	1998	181	107	221	195	143	5.8	1845	1500
PE	330e M Sport 🔌	-	4S	8A	44765	24621	34	31	201.8	37.0	1998	181	107	221	195	143	5.8	1845	1500
PE	330e xDrive Sport 🔌	-	4S	8A	45065	24335	34	33	188.3	37.0	1998	181	107	221	195	143	5.8	1900	1500
PE	330e xDrive M Sport 🔌	-	4S	8A	46315	25936	34	34	188.3	36.0	1998	181	107	221	195	143	5.8	1900	1500
D	320d Sport MH	-	4S	8A	40600	20300	30	127	58.9	-	1995	188	11	295	-	146	6.9	1645	1600
D	320d M Sport MH	-	4S	8A	41850	21762	31	129	57.6	-	1995	188	11	295	-	146	6.9	1645	1600
D	320d xDrive Sport MH	-	4S	8A	42190	20673	31	135	54.3	-	1995	188	11	295	-	142	7.2	1705	1800
D	320d xDrive M Sport MH	-	4S	8A	43440	22589	31	137	54.3	-	1995	188	11	295	-	142	7.2	1705	1800
D	M340d xDrive MH	-	4S	8A	54445	29400	42	158	47.1	-	2993	335	11	516	-	155	4.6	1875	1800
PE	330e Sport Touring 🔌	-	5H	8A	45165	24841	34	31	201.8	37.0	1998	181	107	221	195	143	5.9	1900	1500
PE	330e M Sport Touring 🔌	-	5H	8A	46415	26457	34	31	201.8	36.0	1998	181	107	221	195	143	5.9	1900	1500
PE	330e xDrive Sport Touring 🔌	-	5H	8A	46715	25226	34	35	176.6	37.0	1998	181	107	221	195	140	5.9	1955	1500
PE	330e xDrive M Sport Touring 🔌	-	5H	8A	50165	27591	35	36	176.6	35.0	1998	181	107	221	195	140	5.9	1955	1500
D	320d Sport Touring MH	433s	5H	8A	42290	20299	30	132	56.5	-	1995	188	11	295	-	143	7.2	1710	1800
D	320d M Sport Touring MH	433	5H	8A	43540	22205	31	133	55.4	-	1995	188	11	295	-	143	7.2	1710	1800
D	320d xDrive Sport Touring MH	-	5H	8A	43840	21482	30	140	53.3	-	1995	188	11	295	-	140	7.5	1775	1700
D	320d xDrive M Sport Touring MH	-	5H	8A	45090	23447	31	140	53.3	-	1995	188	11	295	-	140	7.5	1775	1700

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	M340d xDrive Touring MH	-	5H	8A	56095	30291	42	163	45.6	-	2993	335	11	516	-	155	4.7	1945	1800

4 SERIES

RATING ■■■■■■■■■□ 9/10

Combining all the attributes of the accomplished 3 Series in a sportier body. That grille is certainly a talking point.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	420d M Sport MH	406	2C	8A	44510	22255	32	122	60.1	-	1995	188	11	295	-	150	7.1	1680	1600
D	420d M Sport Pro Edition MH	406s	2C	8A	49310	24162	33	127	58.9	-	1995	188	11	295	-	150	7.1	1680	1600
D	420d xDrive M Sport MH	-	2C	8A	46100	22589	32	131	56.5	-	1995	188	11	295	-	148	7.4	1745	1800
D	420d xDrive M Sport Pro Edition MH	-	2C	8A	50900	24432	33	136	54.3	-	1995	188	11	295	-	148	7.4	1745	1800
D	430d xDrive M Sport MH	-	2C	8A	49145	25064	40	140	52.3	-	2993	282	11	479	-	155	5.1	1855	1800
D	430d xDrive M Sport Pro Edition MH	-	2C	8A	53645	27359	41	145	51.4	-	2993	282	11	479	-	155	5.1	1855	1800
D	M440d xDrive MH	-	2C	8A	55950	30773	42	154	47.9	-	2993	335	11	516	-	155	4.6	1905	1800
D	420d M Sport MH	-	20	8A	49510	23270	36	129	57.6	-	1995	188	11	295	-	147	7.6	1850	1600
D	420d M Sport Pro Edition MH	-	20	8A	54150	24909	37	134	55.4	-	1995	188	11	295	-	147	7.6	1850	1600
D	430d M Sport MH	-	20	8A	52680	25813	43	141	52.3	-	2993	282	11	479	-	155	5.8	1955	1800
D	430d M Sport Pro Edition MH	-	20	8A	57110	27413	44	146	50.4	-	2993	282	11	479	-	155	5.8	1955	1800
D	M440d xDrive MH	-	20	8A	60950	31085	45	162	45.6	-	2993	335	11	516	-	155	5.0	tba	tba
D	420d M Sport Gran Coupé MH	420	5H	8A	45415	23616	32	130	56.5	-	1995	188	11	295	-	146	7.3	1780	1600
D	420d M Sport Pro Edition Gran Coupé MH	420s	5H	8A	50255	25128	33	130	56.5	-	1995	188	11	295	-	146	7.3	1780	1600
D	420d xDrive M Sport Gran Coupé MH	-	5H	8A	47005	24443	32	138	53.3	-	1995	188	11	295	-	145	7.6	1835	1600
D	420d xDrive M Sport Pro Edition Gran Coupé MH	-	5H	8A	51805	25384	33	138	53.3	-	1995	188	11	295	-	145	7.6	1835	1600
E	i4 eDrive40 Sport 🔌	-	5H	1A	53480	29414	35	0	-	365.0	-	-	335	-	317	118	5.7	2125	1600
E	i4 eDrive40 M Sport 🔌	-	5H	1A	54980	30239	36	0	-	352.0	-	-	335	-	317	118	5.7	2125	1600
E	i4 M50 🔌	423	5H	1A	65795	33555	43	0	-	318.0	-	-	537	-	586	140	3.9	2290	1600

5 SERIES

RATING ■■■■■■■■■□ 9/10

Extra technology, mild hybridisation and new plug-in hybrid models are the headlines in this revised 5 Series.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	530e SE 🔌	-	4S	8A	51575	22693	39	31	201.8	37.3	1998	181	107	221	195	146	5.9	1910	1700
PE	530e M Sport 🔌	-	4S	8A	55075	24784	40	32	201.8	37.3	1998	181	107	221	195	146	5.9	1910	1700
PE	530e xDrive SE 🔌	-	4S	8A	53575	23037	40	37	176.6	36.3	1998	181	107	221	195	143	5.9	1970	2000
PE	530e xDrive M Sport 🔌	-	4S	8A	57075	25684	40	38	166.2	33.6	1998	181	107	221	195	143	5.9	1970	2000
PE	545e xDrive SE 🔌	-	4S	8A	59785	24512	43	39	166.2	34.8	2998	282	107	332	195	155	4.6	2020	2000
PE	545e xDrive M Sport 🔌	-	4S	8A	63285	27213	44	41	156.9	34.2	2998	282	107	332	195	155	4.6	2020	2000
D	520d SE MH	-	4S	8A	42580	18309	34	126	58.9	-	1995	188	11	295	-	146	7.2	1750	2000
D	520d M Sport MH	-	4S	8A	46080	20736	35	128	57.6	-	1995	188	11	295	-	146	7.2	1750	2000
D	520d xDrive SE MH	-	4S	8A	44620	20079	35	133	55.4	-	1995	188	11	295	-	145	7.2	1810	2000
D	520d xDrive M Sport MH	-	4S	8A	48120	22135	36	135	54.3	-	1995	188	11	295	-	145	7.2	1810	2000
D	530d xDrive SE MH	-	4S	8A	53550	21956	42	143	51.4	-	2993	282	11	479	-	155	5.4	1895	2000
D	530d xDrive M Sport MH	-	4S	8A	57050	23961	43	145	51.4	-	2993	282	11	479	-	155	5.4	1895	2000
PE	530e SE Touring 🔌	-	5E	8A	53825	24221	40	35	188.3	35.4	1998	181	107	221	195	140	6.1	1975	1700
PE	530e M Sport Touring 🔌	-	5E	8A	57325	27516	41	35	176.6	34.8	1998	181	107	221	195	140	6.1	1975	1700
PE	530e xDrive SE Touring 🔌	-	5E	8A	55825	24563	41	41	156.9	32.9	1998	181	107	221	195	140	6.1	2035	2000
PE	530e xDrive M Sport Touring 🔌	-	5E	8A	59325	27883	41	42	156.9	32.3	1998	181	107	221	195	140	6.1	2035	2000
D	520d SE Touring MH	-	5E	8A	44870	19294	34	134	55.4	-	1995	188	11	295	-	140	7.6	1855	2000
D	520d M Sport Touring MH	-	5E	8A	48370	21283	35	135	55.4	-	1995	188	11	295	-	140	7.6	1855	2000
D	520d xDrive SE Touring MH	-	5E	8A	46870	21092	35	141	52.3	-	1995	188	11	295	-	138	7.6	1915	2000
D	520d xDrive M Sport Touring MH	-	5E	8A	50370	23170	36	142	52.3	-	1995	188	11	295	-	138	7.6	1915	2000
D	530d xDrive SE Touring MH	406s	5E	8A	56155	23024	42	153	47.9	-	2993	282	11	479	-	155	5.6	2000	2000
D	530d xDrive M Sport Touring MH	406	5E	8A	59655	25055	43	153	47.9	-	2993	282	11	479	-	155	5.6	2000	2000

NEW 7 SERIES

RATING COMING SOON

A real step change in design and a move to electrified drivetrains, including a pure electric i7 but no diesel until next year.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	i7 xDrive60 Excellence 🔌	-	4S	8A	110455	55228	50	0	-	387.0	-	-	536	-	550	150	4.7	2715	2000
E	i7 xDrive60 M Sport 🔌	-	4S	8A	114605	56156	50	0	-	385.0	-	-	536	-	550	150	4.7	2715	2000

NEW X1

RATING COMING SOON

Petrol, diesel, plug-in hybrid and pure electric this time around, for BMW's smallest SUV.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	iX1 xLine 🔌	-	5H	8A	52255	26650	tba	0	-	tba	-	-	tba	-	tba	tba	tba	tba	tba
E	iX1 M Sport 🔌	-	5H	8A	54960	28030	tba	0	-	tba	-	-	tba	-	tba	tba	tba	tba	tba
PE	xDrive25e Sport 🔌	-	5H	6A	41300	21063	29	15	403.5	56.0	tba	134	107	tba	tba	tba	tba	tba	tba
PE	xDrive25e xLine 🔌	-	5H	6A	43300	21217	30	16	403.5	55.0	tba	134	107	tba	tba	tba	tba	tba	tba
PE	xDrive25e M Sport 🔌	-	5H	6A	46050	22565	31	17	353.1	54.0	tba	134	107	tba	tba	tba	tba	tba	tba
PE	xDrive30e xLine 🔌	-	5H	6A	45500	21385	33	17	353.1	53.0	tba	148	174	tba	tba	tba	tba	tba	tba
PE	xDrive30e M Sport 🔌	-	5H	6A	48250	22678	34	18	353.1	52.0	tba	148	174	tba	tba	tba	tba	tba	tba
D	sDrive18d Sport	-	5H	7A	34845	17771	24	129	57.6	-	1995	148	-	266	-	131	8.9	1650	1800
D	sDrive18d xLine	-	5H	7A	36885	18074	24	131	56.5	-	1995	148	-	266	-	131	8.9	1650	1800
D	sDrive18d M Sport	-	5H	7A	39635	19421	25	133	55.4	-	1995	148	-	266	-	131	8.9	1650	1800
D	xDrive23d xLine MH	-	5H	7A	40280	18932	30	128	57.6	-	1995	194	19	295	41	140	7.4	1765	2000
D	xDrive23d M Sport MH	-	5H	7A	43030	20224	31	130	57.6	-	1995	194	19	295	41	140	7.4	1765	2000

X2

RATING ■■■■■■■■□□ 8/10

The SUV explosion continues at BMW, with this compact and sporty crossover. It's great both to drive and to look at.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	xDrive25e Sport 🔌	-	5C	6A	41500	19920	30	39	166.2	32.3	1499	123	94	162	122	120	6.8	1805	750
PE	xDrive25e M Sport 🔌	-	5C	6A	44570	20502	31	40	156.9	32.3	1499	123	94	162	122	120	6.8	1805	750
D	sDrive18d Sport	-	5C	6M	35440	12758	27	131	56.5	-	1995	148	-	258	-	129	9.3	1575	1800
D	sDrive18d Sport	-	5C	7A	37040	13334	27	137	54.3	-	1995	148	-	258	-	129	9.3	1610	1800
D	sDrive18d M Sport	-	5C	6M	38510	13093	28	131	56.5	-	1995	148	-	258	-	129	9.3	1575	1800
D	sDrive18d M Sport	-	5C	7A	40110	13637	28	137	54.3	-	1995	148	-	258	-	129	9.3	1610	1800
D	xDrive18d Sport	-	5C	7A	38540	14260	27	144	51.4	-	1995	148	-	258	-	128	9.4	1675	1800
D	xDrive18d M Sport	-	5C	7A	41610	14564	27	145	51.4	-	1995	148	-	258	-	128	9.4	1675	1800
D	xDrive20d Sport	381s	5C	8A	39790	14324	31	144	51.4	-	1995	188	-	295	-	137	7.7	1675	2000
D	xDrive20d M Sport	381	5C	8A	42860	15001	32	144	51.4	-	1995	188	-	295	-	137	7.7	1675	2000

NEW X3

RATING ■■■■■■■■□□ 8/10

A larger front grille, bigger infotainment screen and tweaked looks are the main changes for the latest X3.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	iX3 M Sport 🔌	-	5H	8A	60970	34143	44	0	-	287.0	-	-	282	-	295	112	6.8	2260	750
E	iX3 M Sport Pro 🔌	-	5H	8A	63970	35184	44	0	-	287.0	-	-	282	-	295	112	6.8	2260	750
PE	xDrive30e xLine 🔌	-	5H	8A	53730	29552	38	45	141.2	31.3	1998	181	107	221	195	131	6.1	2065	2000
PE	xDrive30e M Sport 🔌	-	5H	8A	55530	30542	38	46	134.5	31.3	1998	181	107	221	195	131	6.1	2065	2000
D	xDrive20d xLine MH	-	5H	8A	46570	21888	32	152	48.7	-	1995	188	11	295	-	133	7.9	1915	2400
D	xDrive20d M Sport MH	-	5H	8A	48370	23218	33	154	47.9	-	1995	188	11	295	-	133	7.9	1915	2400
D	xDrive30d M Sport MH	-	5H	8A	54080	24877	41	164	44.8	-	2993	282	11	479	-	153	5.7	2010	2400
D	M40d MH	430	5H	8A	61590	25252	43	181	40.9	-	2993	335	11	516	-	155	4.9	2080	2400

NEW X4

RATING COMING SOON

A sportier take on the X3, with a rakish rear roof line. It may be a less practical, but dynamism has been dialled up to 10.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	xDrive20d M Sport MH	-	5H	8A	51455	25213	33	150	49.6	-	1995	188	11	295	-	133	7.9	1915	2400
D	xDrive30d M Sport MH	-	5H	8A	57130	26280	41	163	45.6	-	2993	282	11	479	-	153	5.7	2010	2400
D	M40d MH	-	5H	8A	65695	28249	44	179	41.5	-	2993	335	11	516	-	155	4.9	2095	2400

X5

RATING ■■■■■■■■□□ 8/10

Enhanced in every way, including a prettier tail. Revised auto gearbox and M50d features four turbochargers!

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	xDrive45e xLine 🔌	398s	5H	8A	69925	33564	48	27	235.4	54.7	2998	282	111	332	195	146	5.6	2510	2700
PE	xDrive45e M Sport 🔌	398	5H	8A	73425	42587	49	27	235.4	54.7	2998	282	111	332	195	146	5.6	2510	2700
D	xDrive30d xLine MH	-	5H	8A	64040	30099	46	178	41.5	-	2993	282	11	479	-	146	6.1	2265	3500
D	xDrive30d M Sport MH	-	5H	8A	67540	33770	46	174	42.2	-	2993	282	11	479	-	146	6.1	2265	3500
D	xDrive40d xLine MH	-	5H	8A	66140	31747	49	184	40.4	-	2993	335	11	516	-	153	5.5	2275	3500
D	xDrive40d M Sport MH	-	5H	8A	69640	35516	49	180	40.9	-	2993	335	11	516	-	153	5.5	2275	3500

X6

RATING ■■■■■■■■□□ 8/10

The original SUV-coupé is re-imagined with a more muscular exterior, punchy engines and a good driving experience.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	xDrive30d Sport MH	-	5C	8A	65740	34842	49	172	42.8	-	2993	282	11	479	-	146	6.1	2260	3500
D	xDrive30d M Sport MH	-	5C	8A	70240	36525	50	175	42.2	-	2993	282	11	479	-	146	6.1	2260	3500
D	xDrive40d Sport MH	-	5C	8A	67840	36634	50	179	41.5	-	2993	335	11	516	-	153	5.5	2290	3500
D	xDrive40d M Sport MH	-	5C	8A	72340	38340	49	183	40.4	-	2993	335	11	516	-	153	5.5	2290	3500

NEW X7

RATING COMING SOON

BMW's giant seven-seat SUV with the latest design language. Curved display and latest software impresses.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	xDrive40d Excellence MH	-	5H	8A	83295	44979	50	205	36.2	-	2993	335	12	516	148	153	5.9	2565	3500
D	xDrive40d M Sport MH	-	5H	8A	86295	46599	50	205	36.2	-	2993	335	12	516	148	153	5.9	2565	3500

iX

RATING ■■■■■■■■■□ 9/10

First pure electric SUV BMW on the modular EV toolkit. It may not look pretty, but you can be sure it'll drive well.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	xDrive40 Sport Edition 🔌	422s	5H	1A	77695	39624	47	0	-	249.0	-	-	322	-	465	125	6.1	2440	2500
E	xDrive40 M Sport Edition 🔌	422s	5H	1A	80305	40956	47	0	-	249.0	-	-	322	-	465	125	6.1	2440	2500
E	xDrive50 M Sport Edition 🔌	-	5H	1A	107305	47214	50	0	-	369.0	-	-	516	-	564	125	4.6	2585	2500
E	M60 🔌	-	5H	1A	111905	49238	50	0	-	350.0	-	-	610	-	811	155	3.8	2659	2500

XM

RATING COMING SOON

No, not a Citroën, it's the flagship M product from BMW. Bold looks are merged with stonking performance.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	🔌	-	5H	8A	145885	64189	tba	33	188.3	54.0	4395	483	194	479	214	155	4.3	2785	2700

CITROËN

UK dealers: 133 Warranty: 3 years/60,000 miles (5 years/100,000 miles if purchased direct from Citroën online)
Maintenance: 16,000 miles

C3

RATING ■■■■■■■■□□ 8/10

Tweaks to the design still allows this to stand out in the supermini class. It's comfortable, frugal and tech-laden.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	You! PureTech 83	-	5H	5M	13995	7417	14	123	54.3	-	1199	82	-	87	-	103	12.5	980	450
P	C-Series Edition PureTech 83	-	5H	5M	17480	8041	13	124	54.3	-	1199	82	-	87	-	103	12.5	980	450
P	Elle PureTech 83	-	5H	5M	18630	7452	15	125	54.3	-	1199	82	-	87	-	103	12.5	980	450
P	Shine Plus PureTech 83	-	5H	5M	19430	7383	10	125	54.3	-	1199	82	-	87	-	103	12.5	980	450
P	Shine Plus PureTech 110	-	5H	6M	20780	7481	19	123	54.5	-	1199	109	-	151	-	123	9.4	1090	600
D	Shine Plus BlueHDi 100	407	5H	6M	22300	6913	19	119	70.6	-	1499	101	-	184	-	117	10.4	1090	600

LONG TERM TEST

C3 AIRCROSS

RATING ■■■■■■■■□□ 8/10

C3 Aircross gets a nose inspired by the C-Xperience concept car, as well as more technology and personalisation.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Shine BlueHDi 110	417s	5H	6M	22825	7532	17	128	67.2	-	1499	109	-	184	-	114	10.8	1205	840
D	Shine Plus BlueHDi 110	417	5H	6M	24635	8622	17	130	67.2	-	1499	109	-	184	-	114	10.8	1205	840
D	Rip Curl BlueHDi 110	417s	5H	6M	25675	8730	17	131	67.2	-	1499	109	-	184	-	114	10.8	1205	840

LONG TERM TEST

C4

RATING ■■■■■■■■□□ 8/10

Citroën has found its mojo with a different take on the medium car. It's roomy, quirky and super comfy to drive.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	ë Sense 🔌	-	5H	1A	30995	16117	23	0	-	219.0	-	-	134	-	221	93	10.0	1561	0
E	ë C-Series Edition 🔌	-	5H	1A	33495	16748	23	0	-	218.0	-	-	134	-	221	93	10.0	1561	0
E	ë Shine Plus 🔌	-	5H	1A	34995	17148	22	0	-	218.0	-	-	134	-	221	93	10.0	1561	0
P	Sense PureTech 100	-	5H	6M	22060	10368	13	122	54.8	-	1199	99	-	151	-	114	11.3	1209	1000
P	Sense Plus PureTech 130	-	5H	6M	24010	11525	20	122	54.7	-	1199	129	-	170	-	124	8.9	1247	1200
P	C-Series Edition PureTech 130	-	5H	6M	25560	11758	19	119	54.3	-	1199	129	-	170	-	124	8.9	1247	1200
D	C-Series Edition BlueHDi 130	413s	5H	8A	28590	11722	20	129	64.5	-	1499	129	-	221	-	128	9.5	1324	1200
D	Shine Plus BlueHDi 130	413	5H	8A	29150	12243	21	129	64.5	-	1499	129	-	221	-	128	9.5	1324	1200

ë-BERLINGO

RATING ■■■■■■■■□□ 8/10

The van-based Berlingo offers incredible space, impressive engines and a surprisingly sophisticated interior.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Feel 🔌	-	5M	1A	31495	12913	18	0	-	177.0	-	-	134	-	192	84	11.5	1664	750
E	Flair XTR 🔌	-	5M	1A	33215	15279	18	0	-	177.0	-	-	134	-	192	84	11.5	1664	750
E	XL Feel 🔌	-	5M	1A	32495	13973	20	0	-	168.0	-	-	134	-	192	84	tba	1801	0
E	XL Flair XTR 🔌	-	5M	1A	34215	16081	20	0	-	168.0	-	-	134	-	192	84	tba	1801	0

NEW C5 AIRCROSS

RATING ■■■■■■■■□□ 8/10

A subtle, but effective update to Citroën's largest SUV. The comfort orientated mantra suits the car perfectly.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Sense Plus BlueHDi 130	-	5H	6M	27930	12848	19	129	60.8	-	1499	129	-	221	-	117	10.4	1430	1450
D	Sense Plus BlueHDi 130	433s	5H	8A	29550	13593	19	136	57.8	-	1499	129	-	221	-	117	10.6	1492	1250
D	Shine BlueHDi 130	-	5H	6M	29080	13668	19	130	60.8	-	1499	129	-	221	-	117	10.4	1430	1450
D	Shine BlueHDi 130	433	5H	8A	30700	14429	19	136	57.8	-	1499	129	-	221	-	117	10.6	1492	1250
PE	Shine Plug-in Hybrid 🔌	-	5H	8A	35835	17559	28	32	222.3	38.0	1598	178	107	221	236	140	8.7	1770	1300
D	C-Series Edition BlueHDi 130	-	5H	6M	31520	14499	19	131	60.8	-	1499	129	-	221	-	117	10.4	1430	1450
D	C-Series Edition BlueHDi 130	433s	5H	8A	33140	15244	19	138	57.8	-	1499	129	-	221	-	117	10.6	1492	1250
PE	C-Series Edition Plug-in Hybrid 🔌	-	5H	8A	38275	18755	28	32	222.3	38.0	1598	178	107	221	236	140	8.7	1770	1300

C5 X

RATING ■■■■■■■■□□ 8/10

Citroën makes a welcome return to the large car territory with a vehicle that is a bit different from the norm.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Sense Plus Plug-in Hybrid 🔌	429s	5H	8A	36720	15055	30	30	236.2	38.5	1598	178	107	184	236	145	7.9	1722	1350
PE	Shine Plug-in Hybrid 🔌	429s	5H	8A	38220	15670	31	30	236.2	38.5	1598	178	107	184	236	145	7.9	1722	1350
PE	Shine Plus Plug-in Hybrid 🔌	429	5H	8A	40210	16084	31	30	236.2	38.5	1598	178	107	184	236	145	7.9	1722	1350

ë-SPACETOURER

RATING ■■■■■■■■□□ 8/10

Some variants are British built, as it shares its architecture with the Vauxhall Vivaro. Lots of space and pace.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Business Edition (M) 🔌	-	5M	1A	35795	15750	33	0	-	136.0	-	-	134	-	221	81	13.1	1936	1000
E	Flair (M) 🔌	-	5M	1A	47495	19473	35	0	-	136.0	-	-	134	-	221	84	13.1	1894	1000
E	Business Edition (XL) 🔌	-	5M	1A	35995	16558	33	0	-	136.0	-	-	134	-	221	81	13.1	2012	1000
E	Flair (XL) 🔌	-	5M	1A	48335	19817	35	0	-	135.0	-	-	134	-	221	81	13.1	1914	1000

CUPRA

UK dealers: 55 Warranty: 3 years/60,000 miles Maintenance: Variable miles

LONG TERM TEST

BORN

RATING ■■■■■■■■■□ 9/10

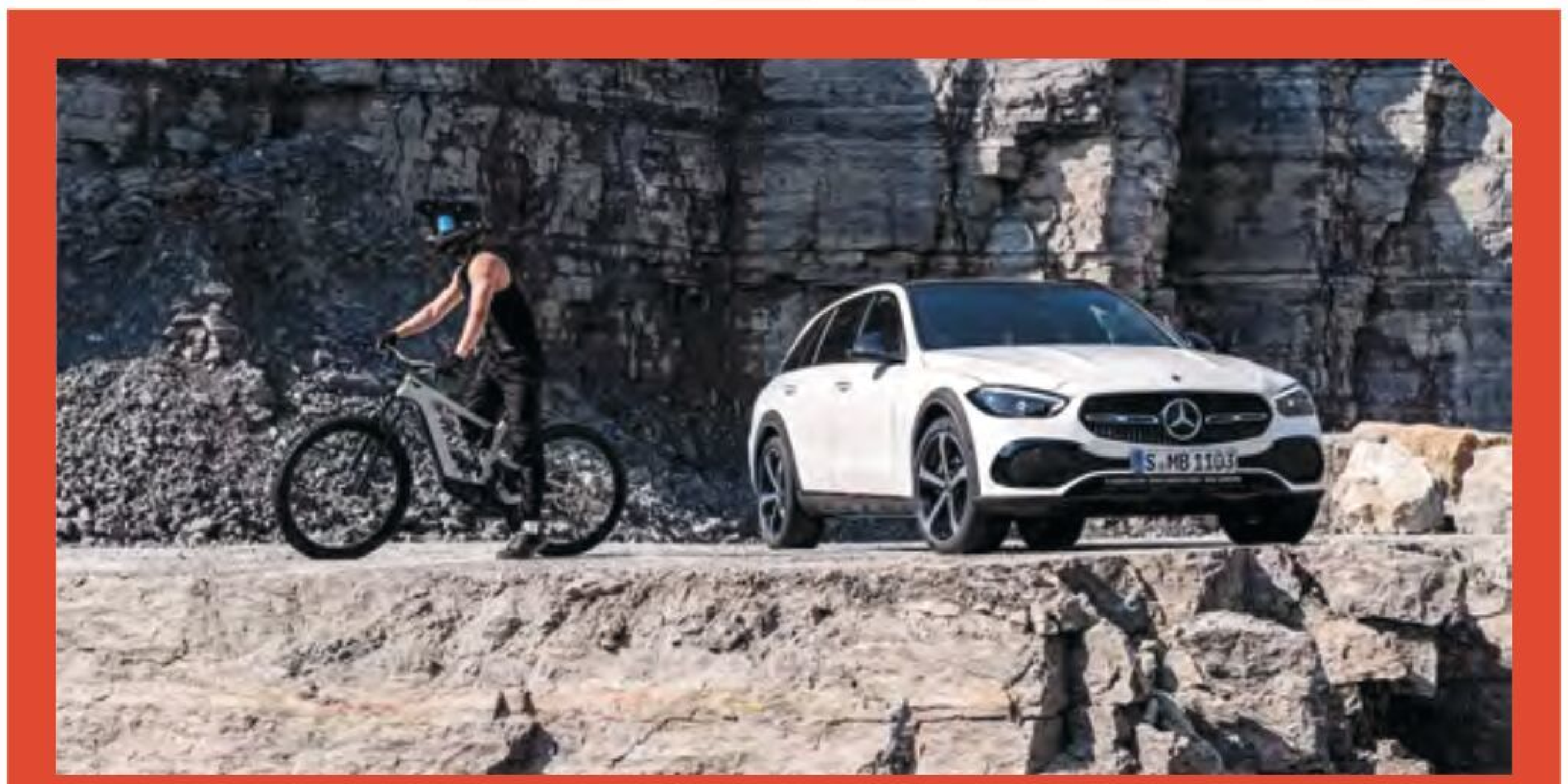
First electric performance hatchback from the Spanish brand. It's based on VW's ID.3, with a more dynamic edge.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	V1 58kWh 🔌	426s	5H	1A	36475	20061	25	0	-	265.3	-	-	201	-	229	99	7.3	1818	0
E	V2 58kWh 🔌	426s	5H	1A	38395	20733	25	0	-	265.3	-	-	201	-	229	99	7.3	1818	0
E	V2 58kWh e-Boost 🔌	-	5H	1A	39205	21171	26	0	-	262.2	-	-	228	-	229	99	6.6	1838	0
E	V2 77kWh e-Boost 🔌	-	5H	1A	41975	23086	28	0	-	343.0	-	-	228	-	229	99	7.0	1950	0
E	V3 58kWh 🔌	426	5H	1A	40150	22083	25	0	-	265.3	-	-	201	-	229	99	7.3	1818	0
E	V3 58kWh e-Boost 🔌	-	5H	1A	40955	22525	28	0	-	262.2	-	-	228	-	229	99	6.6	1838	0
E	V3 77kWh e-Boost 🔌	-	5H	1A	43735	24492	28	0	-	343.0	-	-	228	-	229	99	7.0	1950	0

LEÓN

RATING ■■■■■■■■■□ 9/10

The first electrified product from SEAT's standalone sporting brand. The Leon is roomy, fast and well kitted out.



DENIED DIESELS

MERCEDES-BENZ C-CLASS ALL-TERRAIN

When the seventh generation C-Class arrived in the UK in 2021, we got both saloon and estate versions of the compact executive car. In Europe, though, they got a third bodystyle, an Audi Allroad-rivalling, SUV-esque, Alltrack model. Those in the know will remember that there was a shortlived E-Class Alltrack in the UK, first launched in 2018, but it wasn't sold here for very long. The C-Class Alltrack adopts the estate bodystyle and features rugged grey extensions to the wheel arches, front and rear protection plates, standard four-wheel drive and other SUV-esque styling cues. Under the bonnet is a 194bhp 2.0-litre diesel engine with 48-volt mild hybrid technology. The cost of the four-wheel drive system is approximately £2,000 more than the rear-wheel drive editions, and the All-Terrain package is priced similarly to AMG Line trim in markets like France. With all of the diesel versions of the C-Class Estate unavailable with 4Matic four-wheel drive, the addition of the C-Class All-Terrain in the UK would add a welcome dimension to the range. However, with the demise of all versions of the Audi A4 and A6 Allroad in the UK, maybe there isn't demand for such a version. But without testing the water, how would Mercedes-Benz know?

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	VZ2 e-Hybrid 245 🔌	413s	5H	6A	37000	21090	27	29	217.3	37.0	1395	148	114	184	243	140	6.7	1660	0
PE	VZ3 e-Hybrid 245 🔌	413s	5H	6A	40365	21393	28	29	217.3	37.0	1395	148	114	184	243	140	6.7	1660	0
PE	VZ2 e-Hybrid 245 🔌	-	5E	6A	38190	21005	27	29	217.3	35.0	1395	148	114	184	243	140	7.0	1704	0
PE	VZ3 e-Hybrid 245 🔌	-	5E	6A	41900	21369	28	29	217.3	35.0	1395	148	114	184	243	140	7.0	1704	0

LONG TERM TEST

FORMENTOR

Rating ■■■■■■■■■□ 9/10

Rather than being based on an existing SEAT, the Formentor SUV Coupé is the first car exclusive to Cupra.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	V1 e-Hybrid 204 🔌	LTs	5H	6A	38095	20190	24	27	235.4	34.0	1395	148	114	184	243	127	7.8	1680	1500
PE	V2 e-Hybrid 204 🔌	LT	5H	6A	40160	22490	24	29	217.3	34.0	1395	148	114	184	243	127	7.8	1680	1500
PE	VZ1 e-Hybrid 245 🔌	414s	5H	6A	40750	22413	26	33	188.3	34.0	1395	148	114	184	243	130	7.0	1701	1500
PE	VZ2 e-Hybrid 245 🔌	414	5H	6A	42525	23814	26	33	188.3	32.0	1395	148	114	184	243	130	7.0	1701	1500

DACIA

UK dealers: 154 Warranty: 3 years/60,000 miles Maintenance: 18,000 miles

LONG TERM TEST

SANDERO

RATING ■■■■■■■■■□ 9/10

A huge jump in technology is afforded the latest Sandero by being based on the Clio chassis. It's a real cracker.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	Essential TCe 90	412s	5H	6M	12595	9572	12	120	53.3	-	999	90	-	118	-	109	12.2	1052	1100
P	Expression TCe 90	412s	5H	6M	13595	8429	14	120	53.3	-	999	90	-	118	-	109	12.2	1072	1100
PL	Expression TCe 100 Bi-Fuel	LTs	5H	6M	14095	8880	14	109	42.2	-	999	99	-	125	-	114	11.6	1128	1100
PL	Stepway Essential TCe 100 Bi-Fuel	-	5H	6M	14295	9006	12	115	38.2	-	999	99	-	125	-	110	11.9	1134	1100
PL	Stepway Expression TCe 100 Bi-Fuel	-	5H	6M	15595	10293	13	115	38.2	-	999	99	-	125	-	110	11.9	1154	1100
PL	Stepway Journey TCe 100 Bi-Fuel	-	5H	6M	16395	10657	14	115	38.2	-	999	99	-	125	-	110	11.9	1154	1100

DUSTER

RATING ■■■■■■■■□□ 8/10

Little improvements all add up to a more rounded package for the UK's cheapest SUV.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PL	Expression TCe 100 Bi-Fuel 4x2	-	5H	6M	17295	10204	11	127	40.4	-	999	99	-	125	-	105	13.8	1289	1000
D	Expression Blue dCi 115 4x2	-	5H	6M	18645	10628	16	127	58.9	-	1461	114	-	192	-	112	10.2	1350	1200
D	Expression Blue dCi 115 4x4	426s	5H	6M	20945	11310	16	140	53.3	-	1461	113	-	192	-	109	10.2	1439	1500
PL	Journey TCe 100 Bi-Fuel 4x2	-	5H	6M	18495	11282	12	127	40.4	-	999	99	-	125	-	105	13.8	1289	1000
D	Journey Blue dCi 115 4x2	-	5H	6M	19845	11709	17	127	58.9	-	1461	114	-	192	-	112	10.2	1350	1200
D	Journey Blue dCi 115 4x4	426s	5H	6M	22145	12180	17	140	53.3	-	1461	113	-	192	-	109	10.2	1439	1500

DS AUTOMOBILES

UK dealers: 26 Warranty: 3 years/60,000 miles Maintenance: 16,000 miles (1.5 BlueHDi) 20,000 miles (2.0 BlueHDi)

DS 3 CROSSBACK

RATING ■■■■■■■■□□ 8/10

Interestingly different take on the baby SUV with upmarket pretentions. It's as chic as a Louis Vuitton handbag.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Bastille BlueHDi 110	-	5H	6M	28680	10325	16	120	62.8	-	1499	109	-	184	-	120	9.7	1205	1200
E	Bastille E-Tense 🔌	404s	5H	1A	35670	14625	28	0	-	232.0	-	-	134	-	192	93	8.7	1523	0
E	Rivoli E-Tense 🔌	404s	5H	1A	40270	14900	30	0	-	232.0	-	-	134	-	192	93	8.7	1523	0
E	Louvre E-Tense 🔌	404s	5H	1A	42470	16563	31	0	-	232.0	-	-	134	-	192	93	8.7	1523	0
D	Performance Line BlueHDi 110	-	5H	6M	29080	9015	16	120	62.8	-	1499	109	-	184	-	120	9.7	1205	1200
E	Performance Line E-Tense 🔌	404s	5H	1A	36070	13346	27	0	-	232.0	-	-	134	-	192	93	8.7	1523	0
E	Performance Line + E-Tense 🔌	404s	5H	1A	39070	14065	28	0	-	232.0	-	-	134	-	192	93	8.7	1523	0

DS 4

RATING ■■■■■■■■■□ 9/10

Stunning family hatch that manages to be opulent and sporty at the same time. It fits like a glove and is great to drive.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Trocadero BlueHDi 130	-	5H	8A	33750	13163	21	137	61.2	-	1499	129	-	221	-	129	10.9	1414	1500
PE	Trocadero E-Tense 225 🔌	432s	5H	8A	39550	17007	30	27	232.3	38.5	1598	178	107	221	236	145	7.7	1653	1400
D	Rivoli BlueHDi 130	-	5H	8A	37250	13783	29	137	61.2	-	1499	129	-	221	-	129	10.9	1414	1500
PE	Rivoli E-Tense 225 🔌	432s	5H	8A	43050	17651	31	28	232.3	38.5	1598	178	107	221	236	145	7.7	1653	1400
D	Opera BlueHDi 130	-	5H	8A	41250	15263	29	139	61.2	-	1499	129	-	221	-	129	10.9	1414	1500
PE	Opera E-Tense 225 🔌	432s	5H	8A	47050	19291	31	28	232.3	38.5	1598	178	107	221	236	145	7.7	1653	1400
D	Performance Line BlueHDi 130	-	5H	8A	31750	12065	21	138	61.2	-	1499	129	-	221	-	129	10.9	1414	1500
PE	Performance Line E-Tense 225 🔌	432s	5H	8A	37550	16147	29	27	232.3	38.5	1598	178	107	221	236	145	7.7	1653	1400
D	Performance Line + BlueHDi 130	-	5H	8A	35250	13395	28	138	61.2	-	1499	129	-	221	-	129	10.9	1414	1500
PE	Performance Line + E-Tense 225 🔌	432	5H	8A	41050	17652	31	28	232.3	38.5	1598	178	107	221	236	145	7.7	1653	1400
D	Cross Trocadero BlueHDi 130	431	5H	8A	34350	13397	21	138	61.2	-	1499	129	-	221	-	129	10.9	1414	1500
PE	Cross Trocadero E-Tense 225 🔌	-	5H	8A	40150	17666	30	28	232.3	38.5	1598	178	107	221	236	145	7.7	1653	1400
D	Cross Rivoli BlueHDi 130	-	5H	8A	37850	14762	29	138	61.2	-	1499	129	-	221	-	129	10.9	1414	1500
PE	Cross Rivoli E-Tense 225 🔌	-	5H	8A	43650	18333	31	28	232.3	38.5	1598	178	107	221	236	145	7.7	1653	1400
D	Cross Opera BlueHDi 130	-	5H	8A	41850	16322	29	140	61.2	-	1499	129	-	221	-	129	10.9	1414	1500
PE	Cross Opera E-Tense 225 🔌	-	5H	8A	47650	20013	31	28	232.3	38.5	1598	178	107	221	236	145	7.7	1653	1400

NEW DS 7

RATING COMING SOON

Updated with even greater luxury, a wider range of electrified engines and a more bespoke design.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Performance Line BlueHDi 130	-	5H	8A	36760	13234	tba	140	53.3	-	1499	129	-	221	-	121	10.7	1500	1430
PE	Performance Line E-Tense 225 🔌	-	5H	8A	44190	17234	tba	28	250.0	43.0	1598	178	107	221	236	140	8.9	1760	1250
D	Performance Line + BlueHDi 130	-	5H	8A	39460	13022	tba	140	53.3	-	1499	129	-	221	-	121	10.7	1500	1430
PE	Performance Line + E-Tense 225 🔌	-	5H	8A	46890	16880	tba	28	250.0	43.0	1598	178	107	221	236	140	8.9	1760	1250
PE	Performance Line + E-Tense 4x4 300 🔌	-	5H	8A	51890	17124	tba	27	249.8	42.0	1598	197	219	221	236	146	5.9	1825	1200
PE	Performance Line + E-Tense 4x4 360 🔌	-	5H	8A	55790	18411	tba	40	161.1	tba	1598	197	219	221	236	146	5.6	1885	1200
D	Rivoli BlueHDi 130	-	5H	8A	40660	14638	tba	140	53.3	-	1499	129	-	221	-	121	10.7	1500	1430
PE	Rivoli E-Tense 225 🔌	-	5H	8A	48090	17312	tba	28	250.0	43.0	1598	178	107	221	236	140	8.9	1760	1250
PE	Rivoli E-Tense 4x4 300 🔌	-	5H	8A	53090	17520	tba	27	249.8	42.0	1598	197	219	221	236	146	5.9	1825	1200
PE	Rivoli E-Tense 4x4 360 🔌	-	5H	8A	56990	18807	tba	40	161.1	tba	1598	197	219	221	236	146	5.6	1885	1200
PE	Opera E-Tense 225 🔌	-	5H	8A	51540	18039	tba	28	250.0	43.0	1598	178	107	221	236	140	8.9	1760	1250
PE	Opera E-Tense 4x4 300 🔌	-	5H	8A	56540	18093	tba	27	249.8	42.0	1598	197	219	221	236	146	5.9	1825	1200
PE	Opera E-Tense 4x4 360 🔌	-	5H	8A	60440	19341	tba	40	161.1	tba	1598	197	219	221	236	146	5.6	1885	1200
PE	La Première E-Tense 4x4 360 🔌	-	5H	8A	62940	20141	tba	40	161.1	tba	1598	197	219	221	236	146	5.6	1885	1200

DS 9

RATING ■■■■■■■■□□ 8/10

It's been a long time coming, but DS's executive saloon is finally available to order. No diesel, just petrol and plug-in hybrid.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Performance Line + E-Tense 250 🔌	-	4S	8A	52900	12696	41	26	305.4	46.0	1598	197	107	221	236	149	8.1	1839	1300
PE	Performance Line + E-Tense 4x4 360 🔌	-	4S	8A	59900	13777	43	41	156.5	31.0	1598	197	219	221	236	155	5.6	1909	1230
PE	Rivoli + E-Tense 250 🔌	-	4S	8A	56000	13440	41	26	305.4	46.0	1598	197	107	221	236	149	8.1	1839	1300
PE	Rivoli + E-Tense 4x4 360 🔌	-	4S	8A	63000	14490	43	41	156.5	31.0	1598	197	219	221	236	155	5.6	1909	1230

FIAT

UK dealers: 113 Warranty: 3 years/Unlimited miles Maintenance: 12,000 miles (9,000 miles 500)

500e

RATING ■■■■■■■■■□ 9/10

An all-new Fiat 500 doesn't come along very often, so it's good to know that this electric one is better than ever.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	(Red) 🔌	418s	3H	1A	30645	17161	17	0	-	199.0	-	-	117	-	162	93	9.0	1365	0
E	Icon 🔌	418	3H	1A	30645	16855	17	0	-	199.0	-	-	117	-	162	93	9.0	1365	0
E	La Prima By Bocelli 🔌	415s	3H	1A	33645	17832	18	0	-	194.0	-	-	117	-	162	93	9.0	1365	0
E	Convertible (Red) 🔌	-	20	1A	33645	18505	21	0	-	188.0	-	-	117	-	162	93	9.0	1405	0
E	Convertible Icon 🔌	-	20	1A	33645	18168	20	0	-	188.0	-	-	117	-	162	93	9.0	1405	0
E	Convertible La Prima By Bocelli 🔌	-	20	1A	36645	19055	21	0	-	185.0	-	-	117	-	162	93	9.0	1405	0

500

RATING ■■■■■■■□□□ 7/10

Cutesy styling mildly updated, but it's still well priced, fun and frugal and appealing to a wide range of buyers.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	(Red) 1.0 MH	-	3H	6M	17490	6646	9	105	61.4	-	999	68	5	68	-	104	13.8	980	800
P	1.0 MH	-	3H	6M	16490	6431	tba	105	61.4	-	999	68	5	68	-	104	13.8	980	800
P	Top 1.0 MH	-	3H	6M	17990	6476	tba	105	61.4	-	999	68	5	68	-	104	13.8	980	800
P	C (Red) 1.0 MH	-	20	6M	20140	8459	12	108	61.4	-	999	68	5	68	-	104	13.8	980	800
P	C 1.0 MH	-	20	6M	19140	8230	tba	108	61.4	-	999	68	5	68	-	104	13.8	980	800
P	C Top 1.0 MH	-	20	6M	20640	8669	tba	108	61.4	-	999	68	5	68	-	104	13.8	980	800

PANDA

RATING ■■■■■■■■□□ 8/10

Fiat's solution to the urban crush is a practical pipsqueak with pizzazz. It's pretty cheap and nicely kitted out too.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	City Life 1.0 MH	-	5H	6M	14485	5794	6	111	57.6	-	999	69	5	68	-	102	13.9	1055	800
P	City Cross 1.0 MH	-	5H	6M	16985	8662	5	112	56.5	-	999	69	5	68	-	96	14.7	1055	800
P	Cross Garmin 1.0 MH	-	5H	6M	17485	8568	7	112	56.5	-	999	69	5	68	-	96	14.7	1055	800
P	(Red) 1.0 MH	-	5H	6M	16485	8078	6	112	57.6	-	999	69	5	68	-	96	14.7	1055	800

NEW 500X

RATING ■■■■■■■□□□ 7/10

Refreshed with styling cues from the 500e, the compact SUV adopts its first hybrid drivetrain with engine-off ability.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	1.5 Hybrid 48V MH	-	5H	7A	28495	11683	16	129	49.5	-	1459	129	20	177	41	121	9.4	tba	tba
P	Top 1.5 Hybrid 48V MH	-	5H	7A	29995	12298	16	129	49.5	-	1459	129	20	177	41	121	9.4	tba	tba
P	(Red) 1.5 Hybrid 48V MH	-	5H	7A	29995	11398	16	133	49.6	-	1459	129	20	177	41	121	9.4	tba	tba
P	Dolcevita 1.5 Hybrid 48V MH	-	5H	7A	31145	12769	19	129	49.5	-	1459	129	20	177	41	121	9.4	tba	tba
P	Dolcevita Top 1.5 Hybrid 48V MH	-	5H	7A	32645	13384	19	134	49.5	-	1459	129	20	177	41	121	9.4	tba	tba
P	Dolcevita (Red) 1.5 Hybrid 48V MH	-	5H	7A	32645	13384	19	134	49.5	-	1459	129	20	177	41	121	9.4	1405	1450

TIPO

RATING ■■■■■■□□□□ 6/10

Tipo name makes a comeback in an attempt to combat the Koreans. Affordability and spaciousness are its biggest attributes.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	Cross 1.5 Hybrid 48V MH	-	5H	7A	28645	10026	22	119	54.3	-	1459	129	20	177	41	124	9.3	1425	1500
P	Cross Garmin 1.5 Hybrid 48V MH	-	5H	7A	28165	9576	24	119	54.3	-	1459	129	20	177	41	124	9.3	1425	1500

FISKER

UK dealers: 0 Warranty: tba Maintenance: tba

OCEAN

RATING COMING SOON

US electric car maker now has ambitions on Europe, with the Ocean SUV set to be made in Austria. We're yet to drive it.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Sport 🔌	-	5H	1A	34990	20994	tba	0	-	2703.0	-	-	tba	-	tba	tba	tba	tba	tba
E	Ultra 🔌	-	5H	1A	48900	29340	tba	0	-	380.0	-	-	tba	-	tba	tba	tba	tba	tba
E	Extreme 🔌	-	5H	1A	59900	35940	tba	0	-	390.0	-	-	tba	-	tba	tba	tba	tba	tba
E	One 🔌	-	5H	1A	59900	35940	tba	0	-	390.0	-	-	tba	-	tba	tba	tba	tba	tba

FORD

UK dealers: 335 Warranty: 3 years/60,000 miles (3 years,100,000 miles Tourneo Connect) Maintenance: 18,000 miles (10,000 miles 1.5-litre EcoBlue), 12,500 miles Ranger

FIESTA

RATING ■■■■■■■■■□ 9/10

It's the benchmark for driver satisfaction, and excels elsewhere, too. Added tweaks make it better than ever.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	Trend 1.1 Ti-VCT	-	5H	5M	19330	9858	7	121	53.3	-	1084	74	-	77	-	103	14.7	1159	0
P	Trend 1.0 EcoBoost	-	5H	6M	20080	10040	12	125	51.4	-	999	99	-	125	-	112	10.8	1179	1000
P	Titanium 1.0 EcoBoost	-	5H	6M	21180	10378	13	125	51.4	-	999	99	-	125	-	112	10.8	1179	1000
P	Titanium 1.0 EcoBoost MH	-	5H	6M	22290	11368	17	114	56.5	-	999	123	15	133	7	125	9.4	1211	1000
P	Titanium 1.0 EcoBoost MH	426s	5H	7A	23790	12133	17	119	53.3	-	999	123	15	133	7	124	9.6	1251	1000
P	Titanium X 1.0 EcoBoost MH	-	5H	6M	23790	11657	17	115	56.5	-	999	123	15	133	7	125	9.4	1211	1000
P	Titanium X 1.0 EcoBoost MH	426s	5H	7A	25290	12392	17	120	53.3	-	999	123	15	133	7	124	9.6	1251	1000
P	Active 1.0 EcoBoost MH	-	5H	6M	23640	12056	17	116	56.5	-	999	123	15	133	7	125	9.4	1211	1000
P	Active 1.0 EcoBoost MH	426s	5H	7A	25140	12821	17	121	53.3	-	999	123	15	133	7	124	9.6	1251	1000
P	Active X 1.0 EcoBoost MH	-	5H	6M	24930	12714	18	122	56.5	-	999	123	15	133	7	125	9.4	1211	1000

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	ST-Line 1.0 EcoBoost MH	-	5H	6M	23640	13002	17	115	56.5	-	999	123	15	133	7	125	9.4	1211	1000
P	ST-Line 1.0 EcoBoost MH	426s	5H	7A	25140	13827	17	120	53.3	-	999	123	15	133	7	124	9.6	1251	1000
P	ST-Line X 1.0 EcoBoost MH	-	5H	6M	24930	13213	17	122	56.5	-	999	123	15	133	7	125	9.4	1211	1000

PUMA

RATING ■■■■■■■■■□ 9/10

Puma is back, but not as you know it. It's morphed into a fashionable SUV, with a remarkable amount of space.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	Titanium 1.0 EcoBoost MH	400s	5H	6M	24920	13457	12	122	52.3	-	999	123	15	148	7	119	9.8	1280	1100
P	Titanium 1.0 EcoBoost MH	-	5H	6M	25670	14119	14	124	51.4	-	999	153	15	162	15	124	8.9	1280	1100
P	ST-Line 1.0 EcoBoost MH	400s	5H	6M	25870	13711	12	123	52.3	-	999	123	15	148	7	119	9.8	1280	1100
P	ST-Line 1.0 EcoBoost MH	-	5H	6M	26620	14109	14	125	51.4	-	999	153	15	162	15	124	8.9	1280	1100
P	ST-Line X 1.0 EcoBoost MH	400	5H	6M	26970	14834	12	122	52.3	-	999	123	15	148	7	119	9.8	1280	1100
P	ST-Line X 1.0 EcoBoost MH	-	5H	6M	27700	15235	15	125	51.4	-	999	153	15	162	15	124	8.9	1280	1100
P	ST-Line Vignale 1.0 EcoBoost MH	400s	5H	6M	28620	14882	12	124	52.3	-	999	123	15	148	7	119	9.8	1280	1100

FOCUS

RATING ■■■■■■■■■□ 9/10

While the update may appear minor, additional technology and Sync4 brings a major enhancement to infotainment.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	Titanium Style 1.0 EcoBoost	-	5H	6M	26560	13280	14	122	52.3	-	999	123	-	125	-	124	10.2	1330	1100
P	Titanium Style 1.0 EcoBoost MH	-	5H	7A	28450	13372	14	123	52.3	-	999	123	15	125	7	121	10.2	1387	1100
P	Titanium Style 1.0 EcoBoost MH	428s	5H	6M	27940	13411	18	116	54.3	-	999	153	15	140	15	131	9.0	1349	1100
P	Titanium Style 1.0 EcoBoost MH	-	5H	7A	29120	13978	19	119	53.3	-	999	153	15	140	15	129	8.4	1387	1500
P	Titanium 1.0 EcoBoost	-	5H	6M	27060	13530	13	122	52.3	-	999	123	-	125	-	124	10.2	1330	1100
P	Titanium 1.0 EcoBoost MH	-	5H	7A	28950	13607	13	123	52.3	-	999	123	15	125	7	121	10.2	1387	1100
P	Titanium 1.0 EcoBoost MH	428s	5H	6M	28440	13367	16	116	54.3	-	999	153	15	140	15	131	9.0	1349	1100
P	Titanium 1.0 EcoBoost MH	-	5H	7A	29620	13921	17	119	53.3	-	999	153	15	140	15	129	8.4	1387	1500
D	Titanium 1.5 EcoBlue	-	5H	8A	29090	12218	12	129	57.6	-	1499	113	-	184	-	116	11.8	1415	1400
P	Titanium X Style 1.0 EcoBoost	-	5H	6M	28960	13901	15	123	52.3	-	999	123	-	125	-	124	10.2	1330	1100
P	Titanium X Style 1.0 EcoBoost MH	-	5H	7A	30850	13883	15	124	52.3	-	999	123	15	125	7	121	10.2	1387	1100
P	Titanium X Style 1.0 EcoBoost MH	428s	5H	6M	30340	13956	18	117	54.3	-	999	153	15	140	15	131	9.0	1349	1100
P	Titanium X Style 1.0 EcoBoost MH	-	5H	7A	31520	14499	19	120	53.3	-	999	153	15	140	15	129	8.4	1387	1500
P	Titanium X 1.0 EcoBoost	-	5H	6M	29260	14045	15	123	52.3	-	999	123	-	125	-	124	10.2	1330	1100
P	Titanium X 1.0 EcoBoost MH	-	5H	7A	31150	14018	15	124	52.3	-	999	123	15	125	7	121	10.2	1387	1100
P	Titanium X 1.0 EcoBoost MH	428s	5H	6M	30640	14094	18	117	54.3	-	999	153	15	140	15	131	9.0	1349	1100
P	Titanium X 1.0 EcoBoost MH	-	5H	7A	31820	14637	18	120	53.3	-	999	153	15	140	15	129	8.4	1387	1500
D	Titanium X 1.5 EcoBlue	-	5H	8A	31290	12203	12	129	57.6	-	1499	113	-	184	-	116	11.8	1415	1400
P	Active Style 1.0 EcoBoost MH	-	5H	6M	28770	14385	18	118	54.3	-	999	153	15	140	15	131	9.0	1349	1100
P	Active Style 1.0 EcoBoost MH	-	5H	7A	29950	14975	19	125	53.3	-	999	153	15	140	15	129	8.4	1387	1500
P	Active 1.0 EcoBoost MH	-	5H	6M	29270	14635	16	118	54.3	-	999	153	15	140	15	131	9.0	1349	1100
P	Active 1.0 EcoBoost MH	-	5H	7A	30450	15225	17	125	53.3	-	999	153	15	140	15	129	8.4	1387	1500
D	Active 1.5 EcoBlue	-	5H	8A	29960	13182	12	134	57.6	-	1499	113	-	184	-	116	11.8	1415	1400
P	Active X Style 1.0 EcoBoost MH	-	5H	6M	31170	15273	18	118	54.3	-	999	153	15	140	15	131	9.0	1349	1100
P	Active X Style 1.0 EcoBoost MH	-	5H	7A	32350	15852	19	125	53.3	-	999	153	15	140	15	129	8.4	1387	1500
P	Active X 1.0 EcoBoost MH	-	5H	6M	31470	15420	18	118	54.3	-	999	153	15	140	15	131	9.0	1349	1100
P	Active X 1.0 EcoBoost MH	-	5H	7A	32650	15999	19	125	53.3	-	999	153	15	140	15	129	8.4	1387	1500
D	Active X 1.5 EcoBlue	-	5H	8A	32160	13829	12	134	57.6	-	1499	113	-	184	-	116	11.8	1415	1400
P	ST-Line Style 1.0 EcoBoost	-	5H	6M	27390	14517	14	124	52.3	-	999	123	-	125	-	124	10.2	1330	1100
P	ST-Line Style 1.0 EcoBoost MH	-	5H	7A	29280	14347	14	125	52.3	-	999	123	15	125	7	121	10.2	1387	1100
P	ST-Line Style 1.0 EcoBoost MH	428s	5H	6M	28770	14385	18	117	54.3	-	999	153	15	140	15	131	9.0	1349	1100
P	ST-Line Style 1.0 EcoBoost MH	-	5H	7A	29950	14975	19	120	53.3	-	999	153	15	140	15	129	8.4	1387	1500
P	ST-Line 1.0 EcoBoost	-	5H	6M	27890	14782	13	124	52.3	-	999	123	-	125	-	124	10.2	1330	1100
P	ST-Line 1.0 EcoBoost MH	-	5H	7A	29780	14592	13	125	52.3	-	999	123	15	125	7	121	10.2	1387	1100
P	ST-Line 1.0 EcoBoost MH	428s	5H	6M	29270	14635	16	117	54.3	-	999	153	15	140	15	131	9.0	1349	1100
P	ST-Line 1.0 EcoBoost MH	-	5H	7A	29960	14980	17	120	53.3	-	999	153	15	140	15	129	8.4	1387	1500
D	ST-Line 1.5 EcoBlue	-	5H	8A	29960	13182	12	134	57.6	-	1499	113	-	184	-	116	11.8	1415	1400
P	ST-Line X Style 1.0 EcoBoost MH	428s	5H	6M	31170	14962	18	121	54.3	-	999	153	15	140	15	131	9.0	1349	1100
P	ST-Line X Style 1.0 EcoBoost MH	-	5H	7A	32350	15528	19	124	53.3	-	999	153	15	140	15	129	8.4	1387	1500
P	ST-Line X 1.0 EcoBoost MH	428	5H	6M	31470	15106	18	121	54.3	-	999	153	15	140	15	131	9.0	1349	1100
P	ST-Line X 1.0 EcoBoost MH	-	5H	7A	32650	15672	19	124	53.3	-	999	153	15	140	15	129	8.4	1387	1500
D	ST-Line X 1.5 EcoBlue	-	5H	8A	32160	13507	13	132	57.6	-	1499	113	-	184	-	116	11.8	1415	1400
P	Titanium Style 1.0 EcoBoost	-	5E	6M	27720	13306	14	125	52.3	-	999	123	-	125	-	123	10.5	1394	1000
P	Titanium Style 1.0 EcoBoost MH	-	5E	7A	29610	13325	14	125	52.3	-	999	123	15	125	7	120	10.4	1451	1000
P	Titanium Style 1.0 EcoBoost MH	-	5E	6M	29100	13386	17	119	54.3	-	999	153	15	140	15	130	9.1	1413	1000
P	Titanium Style 1.0 EcoBoost MH	-	5E	7A	30280	13929	19	121	53.3	-	999	153	15	140	15	128	8.6	1451	1500
P	Titanium 1.0 EcoBoost	-	5E	6M	28220	13546	13	125	52.3	-	999	123	-	125	-	123	10.5	1394	1000
P	Titanium 1.0 EcoBoost MH	-	5E	7A	30110	13550	13	125	52.3	-	999	123	15	125	7	120	10.4	1451	1000
P	Titanium 1.0 EcoBoost MH	-	5E	6M	29600	13320	16	119	54.3	-	999	153	15	140	15	130	9.1	1413	1000
P	Titanium 1.0 EcoBoost MH	-	5E	7A	30780	13851	17	121	53.3	-	999	153	15	140	15	128	8.6	1451	1500
D	Titanium 1.5 EcoBlue	-	5E	8A	30290	12116	12	131	57.6	-	1499	113	-	184	-	115	12.1	1479	1400
P	Titanium X Style 1.0 EcoBoost MH	-	5E	6M	31500	13860	18	119	54.3	-	999	153	15	140	15	130	9.1	1413	1000
P	Titanium X Style 1.0 EcoBoost MH	-	5E	7A	32680	14379	19	122	53.3	-	999	153	15	140	15	128	8.6	1451	1500
P	Titanium X 1.0 EcoBoost MH	-	5E	6M	31800	13992	17	119	54.3	-	999	153	15	140	15	130	9.1	1413	1000
P	Titanium X 1.0 EcoBoost MH	-	5E	7A	32980	14511	18	122	53.3	-	999	153	15	140	15	128	8.6	1451	1500
D	Titanium X 1.5 EcoBlue	-	5E	8A	32490	12346	12	131	57.6	-	1499	113	-	184	-	115	12.1	1479	1400
P	Active Style 1.0 EcoBoost MH	-	5E	6M	29930	14366	17	120	54.3	-	999	153	15	140	15	130	9.1	1413	1000
P	Active 1.0 EcoBoost MH	-	5E	6M	30430	14606	16	120	54.3	-	999	153	15	140	15	130	9.1	1413	1000
D	Active 1.5 EcoBlue	-	5E	8A	31120	13070	12	135	57.6	-	1499	113	-	184	-	115	12.1	1479	1400
P	Active X Style 1.0 EcoBoost MH	-	5E	6M	32330	15518	17	120	54.3	-	999	153	15	140	15	130	9.1	1413	1000
P	Active X 1.0 EcoBoost MH	-	5E	6M	32630	15662	17	120	54.3	-	999	153	15	140	15	130	9.1	1413	1000
D	Active X 1.5 EcoBlue	-	5E	8A	33320	13661	12	136	57.6	-	1499	113	-	184	-	115	12.1	1479	1400
P	ST-Line Style 1.0 EcoBoost MH	-	5E	6M	29930	14366	17	120	54.3	-	999	153	15	140	15	130	9.1	1413	1000
P	ST-Line Style 1.0 EcoBoost MH	-	5E	7A	31110	14933	19	125	53.3	-	999	153	15	140	15	128	8.6	1451	1500
P	ST-Line 1.0 EcoBoost MH	-	5E	6M	30430	14606	16	120	54.3	-	999	153	15	140	15	130	9.1	1413	1000
P	ST-Line 1.0 EcoBoost MH	-	5E	7A	31610	15173	17	125	53.3	-	999	153	15	140	15	128	8.6	1451	1500
D	ST-Line 1.5 EcoBlue	-	5E	8A	31120	13070	12	136	57.6	-	1499	113	-	184	-	115	12.1	1479	1400
P	ST-Line X Style 1.0 EcoBoost MH	-	5E	6M	32330	14872	18	124	54.3	-	999	153	15	140	15	130	9.1	1413	1000
P	ST-Line X 1.0 EcoBoost MH	-	5E	6M	32630	15010	17	124	54.3	-	999	153	15	140	15	130	9.1	1413	1000
D	ST-Line X 1.5 EcoBlue	-	5E	8A	33320	13328	12	136	57.6	-	1499	113	-	184	-	115	12.1	1479	1400

LONG TERM TEST

KUGA

RATING ■■■■■■■■□□ 8/10

More crossover than full-on SUV, with electrification available for the first time. Looks like a pumped up Focus.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	ST-Line Edition 2.5 Hybrid	423s	5H	CVT	38005	20523	20	125	51.4	-	2488	150	36	148	170	122	9.1	1701	1600
PE	ST-Line Edition 2.5 PHEV 🔌	LTs	5H	CVT	37755	21898	21	22	282.5	40.0	2488	150	130	148	170	125	9.2	1844	1500
PE	ST-Line X Edition 2.5 Hybrid	423	5H	CVT	39105	21508	20	129	51.4	-	2488	150	36	148	170	122	9.1	1701	1600
PE	ST-Line X Edition 2.5 PHEV 🔌	LT	5H	CVT	38855	22924	21	24	256.8	39.0	2488	150	130	148	170	125	9.2	1844	1500
PE	Vignale 2.5 Hybrid	423s	5H	CVT	40405	21415	20	128	51.4	-	2488	150	36	148	170	122	9.1	1701	1600
PE	Vignale 2.5 PHEV 🔌	LTs	5H	CVT	40155	22888	21	23	282.5	40.0	2488	150	130	148	170	125	9.2	1844	1500

MUSTANG MACH-E

RATING ■■■■■■■■■□ 9/10

Brilliant reinvention of an Icon, morphed into a fashionable SUV and with pure electric power.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Select RWD Standard Range 🔌	-	5H	1A	50830	34056	37	0	-	273.0	-	-	266	-	317	111	6.9	2044	750
E	Premium RWD Extended Range 🔌	-	5H	1A	59380	40378	41	0	-	372.0	-	-	290	-	317	111	7.0	2160	1500
E	Premium AWD Extended Range 🔌	416s	5H	1A	65405	41859	42	0	-	341.0	-	-	346	-	428	111	5.8	2257	1500
E	GT AWD Extended Range 🔌	-	5H	1A	74540	42488	47	0	-	304.0	-	-	480	-	634	124	4.4	2348	750

S-MAX

RATING ■■■■■■■■■□ 9/10

For the boyracer parent that doesn't want to grow up. Mixes Ford's driving prowess with 7-seats.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Titanium 2.5 Hybrid	-	5M	CVT	38540	19270	21	147	44.1	-	2488	150	36	148	170	115	9.8	1947	1560
PE	ST-Line 2.5 Hybrid	-	5M	CVT	40650	21545	22	148	44.1	-	2488	150	36	148	170	115	9.8	1947	1560
PE	Vignale 2.5 Hybrid	-	5M	CVT	43800	22776	24	148	44.1	-	2488	150	36	148	170	115	9.8	1947	1560

GALAXY

RATING ■■■■■■■■■□ 9/10

Will set the hearts racing of Addison Lee drivers in London! Enormous inside, nicely kitted out and great to drive.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Titanium 2.5 Hybrid	-	5M	CVT	40700	22792	21	148	44.1	-	2488	150	36	148	170	115	10.0	1978	1510

NEW TOURNEO CONNECT

RATING COMING SOON

Part of a joint venture with VW, it's a Caddy underneath and comes fitted with VW Group engines. We've yet to try it.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Titanium 2.0 EcoBlue	-	5M	6M	29269	16098	12	128	57.6	-	1968	120	-	236	-	116	11.2	1610	1500
D	Titanium 2.0 EcoBlue	-	5M	7A	30390	16715	12	136	55.4	-	1968	120	-	236	-	116	12.5	1643	1500
D	Active 2.0 EcoBlue	-	5M	6M	30196	16306	13	129	57.6	-	1968	120	-	236	-	116	11.2	1610	1500
D	Active 2.0 EcoBlue	-	5M	7A	31317	16911	13	136	54.3	-	1968	120	-	236	-	116	12.5	1643	1500
D	Sport 2.0 EcoBlue	-	5M	6M	30804	16942	14	129	57.6	-	1968	120	-	236	-	116	11.2	1610	1500
D	Sport 2.0 EcoBlue	-	5M	7A	31925	17559	14	136	54.3	-	1968	120	-	236	-	116	12.5	1643	1500
D	Grand Titanium 2.0 EcoBlue	-	5M	6M	30269	16951	12	131	56.5	-	1968	120	-	236	-	115	11.4	1682	1500
D	Grand Titanium 2.0 EcoBlue	432s	5M	7A	31770	17791	12	139	53.3	-	1968	120	-	236	-	116	11.8	1721	1500
D	Grand Active 2.0 EcoBlue	-	5M	6M	31196	17158	13	131	56.5	-	1968	120	-	236	-	115	11.4	1682	1500
D	Grand Active 2.0 EcoBlue	432	5M	7A	32697	17983	13	140	53.3	-	1968	120	-	236	-	116	11.8	1721	1500
D	Grand Sport 2.0 EcoBlue	-	5M	6M	31804	17810	14	131	56.5	-	1968	120	-	236	-	115	11.4	1682	1500
D	Grand Sport 2.0 EcoBlue	432s	5M	7A	33305	18651	14	140	53.3	-	1968	120	-	236	-	116	11.8	1721	1500

TOURNEO CUSTOM

RATING ■■■■■■■■□□ 8/10

Passenger version of the Transit Custom, it's spacious and available in a huge number of versions.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Zetec 320S 2.0 EcoBlue	-	5M	6M	48150	20223	tba	200	42.8	-	1997	103	-	229	-	tba	tba	2326	2000
D	Zetec 320S 2.0 EcoBlue	-	5M	6M	49230	20184	tba	200	42.8	-	1997	129	-	266	-	tba	tba	2326	2150
D	Zetec 320S 2.0 EcoBlue	-	5M	6A	50970	20898	tba	219	39.8	-	1997	129	-	266	-	tba	tba	2374	1150
D	Zetec 320S 2.0 EcoBlue MH	-	5M	6M	50130	24062	tba	194	44.1	-	1997	103	-	229	-	tba	tba	2353	1950
D	Zetec 320S 2.0 EcoBlue MH	-	5M	6M	51210	24581	tba	194	44.1	-	1997	129	-	266	-	tba	tba	2353	2100
D	Titanium 320S 2.0 EcoBlue	-	5M	6M	51420	20568	tba	205	41.5	-	1997	129	-	266	-	tba	tba	2326	2150
D	Titanium 320S 2.0 EcoBlue	-	5M	6A	53160	21264	tba	225	38.2	-	1997	129	-	266	-	tba	tba	2374	1150
D	Titanium 320S 2.0 EcoBlue	-	5M	6M	52272	25613	tba	200	41.5	-	1997	148	-	tba	-	tba	tba	tba	tba
D	Titanium 320S 2.0 EcoBlue	-	5M	6A	55255	27075	tba	230	38.2	-	1997	168	-	tba	-	tba	tba	tba	tba
D	Titanium 320S 2.0 EcoBlue MH	-	5M	6M	53400	24564	tba	200	42.8	-	1997	129	-	266	-	tba	tba	2353	2100
D	Titanium 320S 2.0 EcoBlue MH	-	5M	6M	54252	24956	tba	200	42.8	-	1997	148	-	tba	-	tba	tba	tba	tba
D	Titanium X 320S 2.0 EcoBlue	-	5M	6M	55488	27189	tba	206	41.5	-	1997	148	-	tba	-	tba	tba	tba	tba
D	Titanium X 320S 2.0 EcoBlue	-	5M	6A	58351	28592	tba	230	38.2	-	1997	168	-	tba	-	tba	tba	tba	tba
D	Titanium X 320S 2.0 EcoBlue MH	-	5M	6M	57468	26435	tba	200	42.8	-	1997	148	-	tba	-	tba	tba	tba	tba
D	Active 320S 2.0 EcoBlue	-	5M	6M	52746	26373	tba	206	41.5	-	1997	129	-	266	-	tba	tba	2326	2150
D	Active 320S 2.0 EcoBlue	-	5M	6M	53598	27871	tba	206	41.5	-	1997	148	-	tba	-	tba	tba	tba	tba
D	Active 320S 2.0 EcoBlue	-	5M	6A	56581	28856	tba	231	38.2	-	1997	168	-	tba	-	tba	tba	tba	tba
D	Active 320S 2.0 EcoBlue MH	-	5M	6M	54726	26268	tba	200	42.8	-	1997	129	-	266	-	tba	tba	2353	2100
D	Sport 320S 2.0 EcoBlue	-	5M	6M	54348	28804	tba	206	41.5	-	1997	148	-	tba	-	tba	tba	tba	tba
D	Sport 320S 2.0 EcoBlue	-	5M	6A	55993	30236	tba	231	38.2	-	1997	168	-	tba	-	tba	tba	tba	tba
D	Leader Shuttle Bus 320L 2.0 EcoBlue	-	5M	6M	45564	20959	tba	204	42.2	-	1997	103	-	229	-	tba	tba	2331	1850
D	Leader Shuttle Bus 320L 2.0 EcoBlue	-	5M	6M	46644	21456	tba	204	42.2	-	1997	129	-	266	-	tba	tba	2331	2050
D	Leader Shuttle Bus 320L 2.0 EcoBlue	-	5M	6A	48384	22257	tba	223	39.2	-	1997	129	-	266	-	tba	tba	2379	1050
D	Leader Shuttle Bus 320L 2.0 EcoBlue MH	-	5M	6M	47544	25198	tba	198	43.5	-	1997	103	-	229	-	tba	tba	2399	1900
D	Leader Shuttle Bus 320L 2.0 EcoBlue MH	-	5M	6M	48624	25771	tba	198	43.5	-	1997	129	-	266	-	tba	tba	2399	2050
D	Zetec 320L 2.0 EcoBlue	-	5M	6M	48990	25475	tba	205	41.5	-	1997	103	-	229	-	tba	tba	2372	1950
D	Zetec 320L 2.0 EcoBlue	-	5M	6M	50070	26036	tba	205	41.5	-	1997	129	-	266	-	tba	tba	2372	2100
D	Zetec 320L 2.0 EcoBlue	-	5M	6A	51810	26941	tba	224	38.7	-	1997	129	-	266	-	tba	tba	2420	1100
D	Zetec 320L 2.0 EcoBlue MH	-	5M	6M	50970	30072	tba	200	43.5	-	1997	103	-	229	-	tba	tba	2399	1900
D	Zetec 320L 2.0 EcoBlue MH	-	5M	6M	52050	30710	tba	200	43.5	-	1997	129	-	266	-	tba	tba	2399	2050
D	Titanium 320L 2.0 EcoBlue	-	5M	6M	52260	26130	tba	211	41.5	-	1997	129	-	266	-	tba	tba	2372	2100
D	Titanium 320L 2.0 EcoBlue	-	5M	6A	54595	27298	tba	230	38.2	-	1997	129	-	266	-	tba	tba	2420	1100
D	Titanium 320L 2.0 EcoBlue	-	5M	6M	53112	31867	tba	211	41.5	-	1997	148	-	tba	-	tba	tba	tba	tba
D	Titanium 320L 2.0 EcoBlue	-	5M	6A	56095	33096	tba	233	38.2	-	1997	168	-	tba	-	tba	tba	tba	tba
D	Titanium 320L 2.0 EcoBlue MH	-	5M	6M	54240	30374	tba	205	42.2	-	1997	129	-	266	-	tba	tba	2399	2050
D	Titanium 320L 2.0 EcoBlue MH	-	5M	6M	55092	30852	tba	205	42.2	-	1997	148	-	tba	-	tba	tba	tba	tba
D	Titanium X 320L 2.0 EcoBlue	-	5M	6M	56328	33234	tba	211	40.4	-	1997	148	-	tba	-	tba	tba	tba	tba
D	Titanium X 320L 2.0 EcoBlue	-	5M	6A	59191	34923	tba	233	37.2	-	1997	168	-	tba	-	tba	tba	tba	tba
D	Titanium X 320L 2.0 EcoBlue MH	-	5M	6M	58308	32652	tba	205	42.2	-	1997	148	-	tba	-	tba	tba	tba	tba
D	Active 320L 2.0 EcoBlue MH	-	5M	6M	55566	27227	tba	206	42.2	-	1997	129	-	266	-	tba	tba	2399	2050
D	Sport 320L 2.0 EcoBlue	-	5M	6M	55188	35320	tba	212	40.4	-	1997	148	-	tba	-	tba	tba	tba	tba

NEW RANGER

RATING COMING SOON

All-new pick-up in association with VW, though Ford took the lead. Bolder, brasher and with even more technology.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Double Cab Wildtrak 2.0 EcoBlue	-	4P	10A	47220	19832	tba	230	38.2	-	1996	202	-	tba	-	tba	tba	tba	tba
D	Double Cab Wildtrak 3.0 EcoBlue V6	-	4P	10A	48900	20538	tba	264	32.5	-	tba	237	-	tba	-	tba	tba	tba	tba

GENESIS

UK dealers: 1 Warranty: 5 years/Unlimited miles Maintenance: 20,000 miles

GV60

RATING ■■■■■■■■□□ 8/10

The first pure-electric Genesis built on the E-GMP platform. We've yet to drive it, but will do soon.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Premium RWD Single Motor 🔌	-	5H	1A	47005	24913	41	0	-	321.0	-	-	225	-	258	115	7.8	1975	1600
E	Sport AWD Dual Motor 🔌	-	5H	1A	53605	26266	45	0	-	292.0	-	-	314	-	446	124	5.5	2095	1600
E	Sport Plus AWD Dual Motor 🔌	-	5H	1A	65405	28778	49	0	-	289.0	-	-	483	-	516	146	4.0	2145	1600

G70

RATING ■■■■■■■■□□ 8/10

Peer underneath and there's Kia's Stinger underpinnings, wrapped up in a glitzy, glamorous body.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Premium 2.2 RWD	424s	4S	8A	35890	10767	36	169	43.5	-	2151	197	-	325	-	143	7.4	1773	1500
D	Luxury 2.2 RWD	424s	4S	8A	38540	12718	37	167	43.5	-	2151	197	-	325	-	143	7.4	1773	1500
D	Sport 2.2 RWD	424	4S	8A	40080	13226	37	173	43.5	-	2151	197	-	325	-	143	7.4	1773	1500
D	Shooting Brake Premium 2.2 RWD	422s	5E	8A	37650	11672	37	180	41.1	-	2151	197	-	325	-	140	7.7	1810	1500
D	Shooting Brake Luxury 2.2 RWD	422s	5E	8A	40300	13299	38	177	41.1	-	2151	197	-	325	-	140	7.7	1810	1500
D	Shooting Brake Sport 2.2 RWD	422	5E	8A	41480	13688	38	182	41.1	-	2151	197	-	325	-	140	7.7	1810	1500

G80

RATING ■■■■■■■■□□ 8/10

Compact luxury SUV to take on the likes of Audi and BMW. Exquisite attention to detail is the order of the day.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Electrified Luxury AWD 🔌	-	4S	1A	65805	29612	50	0	-	323.0	-	-	365	-	516	139	4.9	2325	0

GV70

RATING ■■■■■■■■□□ 8/10

Compact luxury SUV to take on the likes of Audi and BMW. Exquisite attention to detail is the order of the day.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Premium 2.2 AWD	420s	5H	8A	41000	15580	40	191	39.2	-	2151	198	-	325	-	133	7.9	2020	2500
D	Luxury 2.2 AWD	420	5H	8A	44600	16948	41	192	39.2	-	2151	198	-	325	-	133	7.9	2020	2500
D	Sport 2.2 AWD	420s	5H	8A	43350	18207	41	191	39.2	-	2151	198	-	325	-	133	7.9	2020	2500
E	Electrified Sport AWD 🔌	432	5H	1A	64405	30270	50	0	-	283.0	-	-	483	-	516	146	4.2	2310	1800

TOP 10

DIESEL CARS AND SUVS WITH THE LONGEST WHEELBASE

1	Mercedes-Benz S-Class Long wheelbase	3,216mm
2	Range Rover Long wheelbase	3,197mm
3	Mercedes-Benz GLS-Class	3,135mm
4	Audi A8 L	3,128mm
5	Mercedes-Benz S-Class	3,106mm
6	BMW X7	3,105mm
7=	Land Rover Defender 110	3,022mm
7=	Land Rover Defender 130	3,022mm
9	Audi A8	2,998mm
10=	Range Rover Sport	2,997mm
10=	Range Rover	2,997mm

GWM ORA

UK dealers: 0 **Warranty:** 5 years/Unlimited miles
Maintenance: 18,000 miles

FUNKY CAT

RATING COMING SOON

Excuse the name, this is China's entry into the serious world of EVs. It's unconventional and will soon be over here.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	First Edition 🔌	-	5H	1A	31995	14718	tba	0	-	193.0	-	-	169	-	184	99	8.3	1540	tba

HONDA

UK dealers: 129 Warranty: 3 years/90,000 miles Maintenance: 12,500 miles

e

LONG TERM TEST

RATING ■■■■■■■■■□ 9/10

Interesting electric city car that has evolved from the Urban EV concept. A small range is the only fly in the ointment.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	🔌	-	5H	1A	36920	19568	25	0	-	137.0	-	-	134	-	232	90	9.0	1513	0
E	Advance 🔌	LT	5H	1A	37520	19135	29	0	-	137.0	-	-	152	-	232	90	8.3	1526	0
E	Limited Edition 🔌	LTs	5H	1A	38120	19060	tba	0	-	137.0	-	-	152	-	232	90	8.3	1526	0

JAZZ

RATING ■■■■■■■■□□ 8/10

Honda reintroduces the hybrid to the Jazz. It's as clever and spacious as ever before and looks smart.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	1.5 i-MMD Hybrid SE	426s	5H	CVT	20860	13142	19	102	62.8	-	1498	97	107	97	187	108	9.4	1228	0
PE	1.5 i-MMD Hybrid SR	426s	5H	CVT	22375	14320	19	102	62.8	-	1498	97	107	97	187	108	9.4	1228	0
PE	1.5 i-MMD Hybrid EX	426s	5H	CVT	24015	15129	20	104	61.4	-	1498	97	107	97	187	108	9.5	1228	0
PE	1.5 i-MMD Hybrid EX Style	426	5H	CVT	26850	15305	18	105	61.4	-	1498	97	107	97	187	108	9.5	1228	0

CIVIC

RATING ■■■■■■■■□□ 8/10

Roominess is its strong point, along with an all-hybrid line-up. Its hugely competent on the road and should sell well.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	2.0 i-MMD Hybrid Elegance	430s	5H	CVT	29595	14206	28	108	60.1	-	1993	141	181	137	232	111	7.8	1517	750
PE	2.0 i-MMD Hybrid Sport	430s	5H	CVT	30595	14992	28	113	56.5	-	1993	141	181	137	232	111	7.9	1533	750
PE	2.0 i-MMD Hybrid Advance	430	5H	CVT	32995	15508	28	114	56.5	-	1993	141	181	137	232	111	8.1	1533	750

HR-V

LONG TERM TEST

RATING ■■■■■■■■□□ 8/10

All hybrid line-up follow up to the original, with spaciousness, versatility and comfort strong points of the HR-V.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	1.5 i-MMD Hybrid Elegance	422s	5H	CVT	29410	17940	30	122	52.3	-	1498	106	129	97	187	106	10.6	1380	0
PE	1.5 i-MMD Hybrid Advance	422s	5H	CVT	31780	18115	31	122	52.3	-	1498	106	129	97	187	106	10.7	1380	0
PE	1.5 i-MMD Hybrid Advance Style	422	5H	CVT	34850	18819	31	122	52.3	-	1498	106	129	97	187	106	10.7	1380	0

CR-V

RATING ■■■■■■■■□□ 8/10

Honda ditches diesel for hybrid power in the latest CR-V. It's spacious, good to drive and well-priced.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	2.0 i-MMD Hybrid S 2WD	-	5H	CVT	32815	16079	22	151	42.8	-	1993	143	181	129	232	112	8.6	1685	750
PE	2.0 i-MMD Hybrid SE 2WD	-	5H	CVT	34990	16445	23	151	42.8	-	1993	143	181	129	232	112	8.6	1685	750
PE	2.0 i-MMD Hybrid SR 2WD	-	5H	CVT	36580	18656	24	151	42.2	-	1993	143	181	129	232	112	8.6	1685	750
PE	2.0 i-MMD Hybrid SE AWD	423s	5H	CVT	35990	17995	22	161	39.8	-	1993	143	181	129	232	112	8.9	1743	750
PE	2.0 i-MMD Hybrid SR AWD	423	5H	CVT	37580	20293	23	161	39.8	-	1993	143	181	129	232	112	9.0	1743	750
PE	2.0 i-MMD Hybrid EX AWD	423s	5H	CVT	40910	21682	24	163	39.2	-	1993	143	181	129	232	112	9.2	1743	750

HYUNDAI

UK dealers: 165 Warranty: 5 years/Unlimited miles Maintenance: 20,000 miles (10,000 miles Ioniq and Kona)

i10

LONG TERM TEST

RATING ■■■■■■■■□□ 8/10

New i10 grows up, with better looks, extra technology and space for five. It's more economical and pricier, too.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	SE 1.0 MPi	-	5H	5M	13430	7387	4	114	56.5	-	998	66	-	71	-	97	14.8	921	300
P	SE Connect 1.0 MPi	-	5H	5M	14430	8225	3	119	54.3	-	998	66	-	71	-	97	14.8	921	300
P	SE Connect 1.2 MPi	401s	5H	5M	15230	8833	8	124	52.3	-	1197	83	-	87	-	106	12.6	932	300
P	Premium 1.0 MPi	-	5H	5M	15680	8781	5	120	53.3	-	998	66	-	71	-	97	14.8	921	300
P	Premium 1.2 MPi	401	5H	5M	16480	9394	8	125	51.4	-	1197	83	-	87	-	106	12.6	932	300
P	N Line 1.0 T-GDi	405	5H	5M	16805	10251	10	123	52.3	-	998	99	-	127	-	115	10.5	1024	300

i20

RATING ■■■■■■■■□□ 8/10

A significant leap forward compared to its predecessor. It looks great, drives well and is well equipped.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	SE Connect 1.0 T-GDi MH	410	5H	6M	19035	10850	13	116	55.4	-	998	99	-	127	-	117	10.4	1090	1110
P	SE Connect 1.0 T-GDi MH	-	5H	7A	20285	11562	12	117	54.3	-	998	99	-	127	-	115	11.4	1115	1110
P	Premium 1.0 T-GDi MH	410s	5H	6M	21235	11042	16	119	54.3	-	998	99	-	127	-	117	10.4	1090	1110
P	Premium 1.0 T-GDi MH	-	5H	7A	22485	11692	14	120	53.3	-	998	99	-	127	-	115	11.4	1115	1110
P	N Line 1.0 T-GDi MH	-	5H	6M	22630	12447	16	118	53.3	-	998	118	-	127	-	118	10.1	1090	1110
P	N Line 1.0 T-GDi MH	-	5H	7A	23880	13134	16	121	53.3	-	998	118	-	148	-	118	10.3	1115	1110
P	Ultimate 1.0 T-GDi MH	410s	5H	6M	22535	11268	16	119	54.3	-	998	99	-	127	-	117	10.4	1090	1110
P	Ultimate 1.0 T-GDi MH	-	5H	7A	23785	11893	15	122	53.3	-	998	99	-	127	-	115	11.4	1115	1110

i30

LONG TERM TEST

RATING ■■■■■■■■□□ 8/10

Modest styling changes and a technology upgrade are the headline acts in this updated i30 range.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	SE Connect 1.0 T-GDi MH	422s	5H	6M	21260	8929	10	118	54.3	-	998	118	16	127	-	122	11.2	1216	1000
P	SE Connect 1.0 T-GDi MH	-	5H	7A	22460	9433	10	121	52.3	-	998	118	16	127	-	122	11.2	1246	700
P	Premium 1.0 T-GDi MH	422	5H	6M	24210	10652	11	123	52.3	-	998	118	16	127	-	122	11.2	1216	1000
P	Premium 1.0 T-GDi MH	-	5H	7A	25410	11180	11	122	51.4	-	998	118	16	127	-	122	11.2	1246	700
P	Tourer SE Connect 1.0 T-GDi MH	-	5E	6M	22010	9464	9	120	53.3	-	998	118	16	127	-	122	11.4	1241	1000
P	Tourer SE Connect 1.0 T-GDi MH	-	5E	7A	23210	9980	10	121	52.3	-	998	118	16	127	-	122	11.4	1271	700
P	Tourer Premium 1.0 T-GDi MH	-	5E	6M	24960	10982	11	122	53.3	-	998	118	16	127	-	122	11.4	1241	1000
P	Tourer Premium 1.0 T-GDi MH	-	5E	7A	26160	11510	11	123	52.3	-	998	118	16	127	-	122	11.4	1271	700

IONIQ 5

LONG TERM TEST

RATING ■■■■■■■■■□ 9/10

Highly accomplished medium alternative fuel car that covers all the bases that today's motors need to survive.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Premium RWD 🔌	-	5H	1A	41650	26240	29	0	-	238.0	-	-	168	-	258	114	8.5	1830	0
E	Premium RWD 🔌	-	5H	1A	45150	27993	36	0	-	315.0	-	-	225	-	258	114	7.3	1935	1600
E	Premium AWD 🔌	-	5H	1A	48650	29677	40	0	-	298.0	-	-	320	-	446	114	5.1	2045	1600
E	Ultimate RWD 🔌	-	5H	1A	48150	27446	36	0	-	295.0	-	-	225	-	258	114	7.3	1935	1600
E	Ultimate AWD 🔌	-	5H	1A	51650	28924	40	0	-	282.0	-	-	320	-	446	114	5.1	2045	1600
E	Namsan Edition RWD 🔌	-	5H	1A	52650	26325	36	0	-	295.0	-	-	225	-	258	114	7.3	1935	1600
E	Namsan Edition AWD 🔌	-	5H	1A	56150	28075	40	0	-	282.0	-	-	320	-	446	114	5.1	2045	1600

IONIQ 6

RATING ■■■■■■■■□□ 8/10

Streamliner by name, and also by nature. It's curvy, interesting and boasts the same great technolgy from the Ioniq 5.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	First Edition AWD 🔌	-	5H	1A	54995	30797	tba	0	-	320.0	-	-	321	-	446	tba	tba	tba	tba

BAYON

RATING ■■■■■■■■■□ 9/10

Brilliant new baby SUV from Hyundai with mild hybrid petrol engines, acres of space and generous equipment.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	SE Connect 1.0 T-GDi MH	417s	5H	6M	20530	11497	14	120	53.3	-	998	99	16	127	-	114	10.7	1120	1110
P	SE Connect 1.0 T-GDi MH	-	5H	7A	21780	12197	13	119	53.3	-	998	99	16	127	-	112	11.7	1145	1110
P	Premium 1.0 T-GDi MH	417	5H	6M	22730	12502	15	121	53.3	-	998	99	16	127	-	114	10.7	1120	1110
P	Premium 1.0 T-GDi MH	-	5H	7A	23980	13189	14	121	53.3	-	998	99	16	127	-	112	11.7	1145	1110
P	Premium 1.0 T-GDi MH	-	5H	6M	23480	12444	16	120	53.3	-	998	118	16	127	-	115	10.4	1120	1110
P	Premium 1.0 T-GDi MH	-	5H	7A	24730	13107	16	120	53.3	-	998	118	16	148	-	115	10.4	1145	1110
P	Ultimate 1.0 T-GDi MH	417s	5H	6M	24030	12976	15	121	53.3	-	998	99	16	127	-	114	10.7	1120	1110
P	Ultimate 1.0 T-GDi MH	-	5H	7A	25280	13651	14	121	53.3	-	998	99	16	127	-	112	11.7	1145	1110
P	Ultimate 1.0 T-GDi MH	-	5H	6M	24780	13133	16	121	52.3	-	998	118	16	127	-	115	10.4	1120	1110
P	Ultimate 1.0 T-GDi MH	-	5H	7A	26030	13796	18	121	53.3	-	998	118	16	148	-	115	10.4	1145	1110

KONA

LONG TERM TEST

RATING ■■■■■■■■□□ 8/10

Updated, but still keeps the rude name in Portuguese. It's a likeable compact SUV with good road manners.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	SE Connect Hybrid 1.6 GDi	420s	5H	6A	24315	16048	8	112	57.6	-	1580	104	43	108	125	100	11.0	1376	1300
E	SE Connect Electric 🔌	-	5H	1A	30450	16748	20	0	-	189.0	-	-	134	-	291	96	9.9	1535	0
PE	Premium Hybrid 1.6 GDi	420	5H	6A	27115	16811	8	114	56.5	-	1580	104	43	108	125	100	11.0	1376	1300
E	Premium Electric 🔌	-	5H	1A	31800	18444	21	0	-	189.0	-	-	134	-	291	96	9.9	1535	0
E	Premium Electric 🔌	LTs	5H	1A	35750	23595	24	0	-	300.0	-	-	201	-	291	104	7.9	1685	100
PE	Ultimate Hybrid 1.6 GDi	420s	5H	6A	29615	17177	9	115	55.4	-	1580	104	43	108	125	100	11.0	1376	1300
E	Ultimate Electric 🔌	LT	5H	1A	37900	25014	24	0	-	300.0	-	-	201	-	291	104	7.9	1685	100

TUCSON

LONG TERM TEST

RATING ■■■■■■■■■□ 9/10

Hyundai goes bold with latest car, as well as embracing electrification. No diesel this time around, though.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	SE Connect 1.6 T-GDi Hybrid	410s	5H	6A	33370	18354	18	127	49.6	-	1598	178	59	195	195	120	8.0	1564	1650
PE	N Line 1.6 T-GDi Hybrid	410s	5H	6A	35810	20054	19	131	48.7	-	1598	178	59	195	195	120	8.0	1564	1650
PE	N Line 1.6 T-GDi Plug-in Hybrid 🔌	LTs	5H	6A	39680	22618	21	31	201.8	31.0	1598	178	90	195	224	120	8.6	1818	1350
PE	N Line S 1.6 T-GDi Hybrid	410s	5H	6A	37730	21506	20	131	48.7	-	1598	178	59	195	195	120	8.0	1564	1650
PE	N Line S 1.6 T-GDi Plug-in Hybrid 🔌	LTs	5H	6A	41600	23712	21	31	201.8	31.0	1598	178	90	195	224	120	8.6	1818	1350
PE	Premium 1.6 T-GDi Hybrid	410s	5H	6A	35570	19208	19	130	49.6	-	1598	178	59	195	195	120	8.0	1564	1650
PE	Premium 1.6 T-GDi Plug-in Hybrid 🔌	LTs	5H	6A	39680	21427	21	31	201.8	31.0	1598	178	90	195	224	120	8.6	1818	1350
PE	Ultimate 1.6 T-GDi Hybrid	410	5H	6A	38310	21071	20	131	49.6	-	1598	178	59	195	195	120	8.0	1564	1650
PE	Ultimate 1.6 T-GDi Plug-in Hybrid 🔌	LT	5H	6A	42380	23309	21	31	201.8	31.0	1598	178	90	195	224	120	8.6	1818	1350

NEXO

RATING ■■■■■■■■■□ 9/10

Second-generation fuel-cell vehicle is brilliant. Aside from too many buttons on the console, we love it.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
H	Premium SE	-	5H	1A	69495	43087	39	0	-	413.0	-	-	161	-	291	111	9.5	1874	0

SANTA FE

LONG TERM TEST

RATING ■■■■■■■■□□ 8/10

A mid-life revamp sees diesel ditched in favour of hybridisation. It's even more premium than before.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Premium 1.6 T-GDi Hybrid 2WD	-	5H	6A	41445	22795	22	145	44.1	-	1598	178	59	195	195	116	8.9	1780	1650
PE	Premium 1.6 T-GDi Hybrid 4WD	427s	5H	6A	42835	22703	23	159	40.4	-	1598	178	59	195	195	116	9.1	1842	1650
PE	Premium 1.6 T-GDi Plug-in Hybrid 4WD 🔌	-	5H	6A	46560	24677	26	37	173.7	36.0	1598	178	90	195	224	116	8.8	2005	1350
D	Premium 2.2 CRDi 4WD	-	5H	8A	41210	21429	26	177	41.5	-	2151	190	-	325	-	124	9.2	1845	2500
PE	Ultimate 1.6 T-GDi Hybrid 2WD	-	5H	6A	44760	23275	23	152	42.2	-	1598	178	59	195	195	116	8.9	1780	1650
PE	Ultimate 1.6 T-GDi Hybrid 4WD	427	5H	6A	46760	23848	24	168	38.2	-	1598	178	59	195	195	116	9.1	1842	1650
PE	Ultimate 1.6 T-GDi Plug-in Hybrid 4WD 🔌	-	5H	6A	49910	25454	27	37	173.7	36.0	1598	178	90	195	224	116	8.8	2005	1350
D	Ultimate 2.2 CRDi 4WD	-	5H	8A	45505	22753	27	178	41.5	-	2151	190	-	325	-	124	9.2	1845	2500

INEOS

UK dealers: 38 Warranty: 5 years/Unlimited miles Maintenance: 12 months

GRENADIER

RATING COMING SOON

It may look like an old Defender, but it has been totally reengineered from the ground up, with BMW sourced engines.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Station Wagon	-	5H	8A	52000	26520	tba	268	27.4	-	2993	245	-	406	-	100	9.9	2740	3500
D	Station Wagon Trailmaster Edition	-	5H	8A	59000	27140	tba	263	28.0	-	2993	245	-	406	-	100	9.9	2811	3500
D	Station Wagon Fieldmaster Edition	-	5H	8A	59000	28910	tba	263	28.0	-	2993	245	-	406	-	100	9.9	2744	3500

ISUZU

UK dealers: 100 Warranty: 5 years/125,000 miles Maintenance: 12,000 miles

D-MAX

RATING ■■■■■■■□□□ 7/10

Combines smart new styling with impressive safety technology and improved off-roading ability.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Double Cab Utility	-	4P	6M	31910	13402	43	220	33.6	-	1898	162	-	266	-	112	12.7	1985	3500

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Double Cab Utility	-	4P	6A	33710	14158	43	241	30.7	-	1898	162	-	266	-	112	13.0	2010	3500
D	Double Cab DL20	-	4P	6M	34610	15921	43	220	33.6	-	1898	162	-	266	-	112	12.7	1980	3500
D	Double Cab DL20	-	4P	6A	36410	16749	44	241	30.7	-	1898	162	-	266	-	112	13.0	2010	3500
D	Double Cab DL40	-	4P	6M	38330	16482	44	220	33.6	-	1898	162	-	266	-	112	12.7	2000	3500
D	Double Cab DL40	413s	4P	6A	40130	17256	44	241	30.7	-	1898	162	-	266	-	112	13.0	2030	3500
D	Double Cab V-Cross	-	4P	6M	40130	16052	44	220	33.6	-	1898	162	-	266	-	112	12.7	2000	3500
D	Double Cab V-Cross	413	4P	6A	41930	16772	44	241	30.7	-	1898	162	-	266	-	112	13.0	2030	3500

JAGUAR

UK dealers: 83 Warranty: 3 years/Unlimited miles Maintenance: 21,000 miles (16,000 miles 3.0-litre engines)

XE

RATING ■■■■■■■■□□ 8/10

In the face of stronger competition, Jaguar ups the ante with the latest XE. It's better equipped with an enhanced interior.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	D200 R-Dynamic S MH	-	4S	8A	32205	18035	30	128	57.9	-	1997	201	-	317	-	146	7.3	1722	1800
D	D200 R-Dynamic SE MH	-	4S	8A	34260	18158	30	128	57.9	-	1997	201	-	317	-	146	7.3	1722	1800
D	D200 R-Dynamic HSE MH	-	4S	8A	36950	18845	31	136	54.3	-	1997	201	-	317	-	146	7.3	1722	1800
D	D200 R-Dynamic Black MH	-	4S	8A	34485	18622	30	136	54.5	-	1997	201	-	317	-	146	7.3	1722	1800

NEW XF

RATING ■■■■■■■■■□ 9/10

XF gets a big technology boost with new interior, revised engines and mild hybrid functionality. As stunning to drive as before.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	D200 R-Dynamic S MH	-	4S	8A	35100	16497	35	131	56.6	-	1997	201	-	317	-	146	7.6	1810	2000
D	D200 R-Dynamic SE MH	-	4S	8A	38295	16850	35	137	53.9	-	1997	201	-	317	-	146	7.6	1810	2000
D	D200 R-Dynamic HSE MH	-	4S	8A	40040	17618	36	140	53.0	-	1997	201	-	317	-	146	7.6	1810	2000
D	D200 R-Dynamic Black MH	-	4S	8A	38805	17074	35	138	53.6	-	1997	201	-	317	-	146	7.6	1810	2000
D	D200 AWD R-Dynamic SE MH	414s	4S	8A	39795	16714	35	149	49.8	-	1997	201	-	317	-	143	7.8	1869	2000
D	D200 AWD R-Dynamic HSE MH	414s	4S	8A	41845	17993	36	151	49.0	-	1997	201	-	317	-	143	7.8	1869	2000
D	Sportbrake D200 R-Dynamic SE MH	410s	5E	8A	40185	19691	35	144	51.5	-	1997	201	-	317	-	143	7.8	1870	2000
D	Sportbrake D200 R-Dynamic HSE MH	410s	5E	8A	41930	20965	35	146	50.7	-	1997	201	-	317	-	143	7.8	1870	2000
D	Sportbrake D200 R-Dynamic Black MH	410s	5E	8A	40700	20350	35	145	51.2	-	1997	201	-	317	-	143	7.8	1870	2000
D	Sportbrake D200 AWD R-Dynamic SE MH	-	5E	8A	41990	19735	36	155	47.7	-	1997	201	-	317	-	143	8.0	1931	2000

E-PACE

RATING ■■■■■■■■■□ 9/10

Welcome tweaks to the package usher in plug-in hybrids and mild hybrid technology. It's better than ever, now.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	D165 R-Dynamic S	-	5H	6M	38220	17581	29	162	47.1	-	1997	161	-	280	-	128	10.0	1809	1600
D	D165 R-Dynamic SE	-	5H	6M	39930	19166	32	163	47.1	-	1997	161	-	280	-	128	10.0	1809	1600
D	D165 AWD R-Dynamic S MH	-	5H	9A	42130	19380	30	171	44.1	-	1997	161	-	280	-	124	9.8	1916	1800
D	D165 AWD R-Dynamic SE MH	-	5H	9A	43875	20621	32	172	44.1	-	1997	161	-	280	-	124	9.8	1916	1800
D	D165 AWD R-Dynamic Black MH	-	5H	9A	43110	20262	30	173	44.1	-	1997	161	-	280	-	124	9.8	1916	1800
D	D200 AWD R-Dynamic S MH	432s	5H	9A	42840	19278	34	170	44.1	-	1997	201	-	317	-	131	8.4	1952	2000
D	D200 AWD R-Dynamic SE MH	432	5H	9A	44585	20955	37	172	44.1	-	1997	201	-	317	-	131	8.4	1952	2000
D	D200 AWD R-Dynamic HSE MH	432s	5H	9A	46580	20961	38	173	44.1	-	1997	201	-	317	-	131	8.4	1952	2000
D	D200 AWD R-Dynamic Black MH	432s	5H	9A	43850	20171	35	173	44.1	-	1997	201	-	317	-	131	8.4	1952	2000
PE	P300e AWD R-Dynamic S 🔌	-	5H	8A	48795	24885	40	44	201.8	37.0	1498	197	107	207	192	134	6.5	2173	1600
PE	P300e AWD R-Dynamic SE 🔌	-	5H	8A	50540	26281	42	44	201.8	37.0	1498	197	107	207	192	134	6.5	2173	1600
PE	P300e AWD R-Dynamic HSE 🔌	-	5H	8A	52535	27844	42	44	201.8	37.0	1498	197	107	207	192	134	6.5	2173	1600
PE	P300e AWD R-Dynamic Black 🔌	-	5H	8A	49995	24498	40	44	201.8	37.0	1498	197	107	207	192	134	6.5	2173	1600

I-PACE

RATING ■■■■■■■■■□ 9/10

Jaguar beats Tesla at its own game with a brilliantly modern, roomy, desirable, cutting-edge SUV.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	EV400 AWD S 🔌	411s	5H	1A	66350	27867	49	0	-	287.0	-	-	394	-	513	124	4.8	2208	750
E	EV400 AWD SE 🔌	411	5H	1A	70950	30509	50	0	-	279.0	-	-	394	-	513	124	4.8	2208	750
E	EV400 AWD HSE 🔌	411s	5H	1A	75400	35438	50	0	-	278.0	-	-	394	-	513	124	4.8	2208	750
E	EV400 AWD Black 🔌	411s	5H	1A	73550	34569	50	0	-	278.0	-	-	394	-	513	124	4.8	2208	750
E	EV400 AWD HSE Black 🔌	411s	5H	1A	77650	35719	50	0	-	277.0	-	-	394	-	513	124	4.8	2208	750

F-PACE

RATING ■■■■■■■■■□ 9/10

Minor styling changes are coupled with new engines, including a straight six diesel. We're a big fan of the F-Pace.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	D165 AWD R-Dynamic S MH	-	5H	8A	46250	25438	28	165	44.8	-	1997	161	-	280	-	121	9.9	1951	2400
D	D165 AWD R-Dynamic SE MH	-	5H	8A	49305	27611	29	169	43.9	-	1997	161	-	280	-	121	9.9	1951	2400
D	D165 AWD R-Dynamic Black MH	-	5H	8A	49520	28722	29	170	43.6	-	1997	161	-	280	-	121	9.9	1951	2400
D	D200 AWD R-Dynamic S MH	-	5H	8A	48345	27073	33	165	44.9	-	1997	201	-	317	-	130	8.0	1951	2400
D	D200 AWD R-Dynamic SE MH	-	5H	8A	51400	28784	34	169	43.9	-	1997	201	-	317	-	130	8.0	1951	2400
D	D200 AWD R-Dynamic HSE MH	-	5H	8A	55360	33216	35	170	43.5	-	1997	201	-	317	-	130	8.0	1951	2400
D	D200 AWD R-Dynamic Black MH	-	5H	8A	51610	29934	34	170	43.6	-	1997	201	-	317	-	130	8.0	1951	2400
D	D300 AWD R-Dynamic SE MH	-	5H	8A	58425	31550	41	197	37.6	-	2996	296	-	479	-	143	6.4	2083	2400
D	D300 AWD R-Dynamic HSE MH	-	5H	8A	61920	35914	42	198	37.4	-	2996	296	-	479	-	143	6.4	2083	2400
D	D300 AWD 300 Sport MH	-	5H	8A	62250	37973	42	199	37.3	-	2996	296	-	479	-	143	6.4	2083	2400
PE	P400e AWD R-Dynamic S 🔌	-	5H	8A	60420	33231	43	49	129.5	33.0	1997	296	141	295	203	149	5.3	2189	2000
PE	P400e AWD R-Dynamic SE 🔌	-	5H	8A	63615	36261	43	49	129.2	33.0	1997	296	141	295	203	149	5.3	2189	2000
PE	P400e AWD R-Dynamic HSE 🔌	-	5H	8A	67035	38880	44	49	128.4	33.0	1997	296	141	295	203	149	5.3	2189	2000
PE	P400e AWD R-Dynamic Black 🔌	-	5H	8A	63660	37559	42	50	128.4	33.0	1997	296	141	295	203	149	5.3	2189	2000

JEEP

UK dealers: 53 Warranty: 5 years/75,000 miles Maintenance: 12,500 miles

RENEGADE

RATING ■■■■■■■■□□ 8/10

It may look similar to before, but a technology and engine upgrade brings Jeep's best-seller bang up to date.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Limited 1.5 e-Hybrid MH	-	5H	7A	30050	11119	13	130	48.7	-	1469	128	20	177	41	118	10.0	1420	1450
PE	Limited 1.3 PHEV eAWD 🔌	408	5H	6A	36100	15523	22	41	134.5	-	1332	128	59	199	184	113	7.5	1770	1150
PE	Trailhawk 1.3 PHEV eAWD 🔌	-	5H	6A	38100	16383	25	46	148.7	tba	1332	178	59	199	184	124	7.1	1770	1150

COMPASS

RATING ■■■■■■■■□□ 8/10

Similar looks masks a huge difference in the way that the Compass behaves. Great to drive both on- and off-road.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Limited 1.5 e-Hybrid MH	-	5H	7A	34555	12785	20	128	49.6	-	1469	128	20	177	41	120	10.0	1575	1450
PE	Limited 1.3 PHEV eAWD 🔌	-	5H	6A	40855	20019	tba	44	148.7	tba	1332	177	59	199	184	125	7.3	1935	1250
PE	S 1.5 e-Hybrid MH	-	5H	7A	37555	13895	21	128	49.6	-	1469	128	20	177	41	120	10.0	1575	1450
PE	S 1.3 PHEV eAWD 🔌	-	5H	6A	43855	21050	31	44	148.7	tba	1332	177	59	199	184	125	7.3	1935	1250
PE	Trailhawk 1.3 PHEV eAWD 🔌	421	5H	6A	43855	20173	31	44	148.7	tba	1332	177	59	199	184	125	7.3	1935	1250

GRAND CHEROKEE

RATING COMING SOON

Jeep takes the Grand Cherokee into First Class with the latest 4x4, upping the luxury count by a million.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Limited 2.0 PHEV eAWD 🔌	-	5H	8A	69900	34950	tba	66	tba	tba	1995	268	204	295	181	130	6.3	2434	2332
PE	Trailhawk 2.0 PHEV eAWD 🔌	-	5H	8A	73900	36950	tba	69	tba	tba	1995	268	204	295	181	118	6.3	2503	2332
PE	Overland 2.0 PHEV eAWD 🔌	-	5H	8A	75900	37950	tba	67	tba	tba	1995	268	204	295	181	130	6.3	2503	2332
PE	Summit Reserve 2.0 PHEV eAWD 🔌	-	5H	8A	82900	41450	tba	60	tba	tba	1995	268	204	295	181	130	6.3	2503	2332

KIA

UK dealers: 192 Warranty: 7 years/100,000 miles
Maintenance: 20,000 miles (10,000 miles Picanto, Ceed Petrol, Niro, Sorento Hybrid and PHEV)

PICANTO

RATING ■■■■■■■■□□ 8/10

One of the brightest city cars on the market, it's roomy, well-equipped and great to drive. It's well-priced, too.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	1 1.0	-	5H	5M	13400	6030	5	109	58.9	-	998	66	-	71	-	100	14.1	974	0
P	2 1.0	-	5H	5M	14150	6226	3	110	58.9	-	998	66	-	71	-	100	14.1	974	0
P	2 1.0	-	5H	5A	14850	6534	1	118	54.3	-	998	66	-	71	-	99	16.6	977	0
P	GT-Line 1.0	-	5H	5M	15300	7803	4	115	55.4	-	998	66	-	71	-	100	14.1	974	0
P	GT-Line 1.0	-	5H	5A	16000	8160	2	122	52.3	-	998	66	-	71	-	99	16.6	977	0
P	3 1.0	-	5H	5M	15650	7356	4	112	57.6	-	998	66	-	71	-	100	14.1	974	0
P	3 1.0	-	5H	5A	16350	7685	2	119	53.3	-	998	66	-	71	-	99	16.6	977	0
P	X-Line S 1.0	-	5H	5A	17400	11136	3	123	52.3	-	998	66	-	71	-	99	16.6	981	0
P	GT-Line S 1.0 T-GDi	-	5H	5M	17450	9772	11	120	53.3	-	998	99	-	127	-	112	9.9	1030	0

RIO

RATING ■■■■■■■■□□ 8/10

The Rio is an underated compact hatchback that now features a technology boost and mild hybrid drivetrain.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	1 1.2	-	5H	5M	16150	9206	4	120	53.3	-	1197	83	-	90	-	108	12.7	1143	910
P	2 1.2	-	5H	5M	17500	10150	4	122	52.3	-	1197	83	-	90	-	108	12.7	1143	910
P	2 1.0 T-GDi	-	5H	6M	18500	10360	7	120	53.3	-	998	99	-	127	-	115	10.0	1198	900
P	3 1.0 T-GDi MH	-	5H	6M	20800	11024	9	118	54.3	-	998	118	-	127	-	118	9.8	1228	900
P	GT-Line S 1.0 T-GDi MH	-	5H	6M	21800	12426	9	125	51.4	-	998	118	-	127	-	118	9.8	1228	900

STONIC

RATING ■■■■■■■□□□ 7/10

Kia upgrades its compact crossover challenger with new mild hybrid powerplants and additional technology.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	2 1.0 T-GDi	-	5H	6M	20100	10854	9	125	51.4	-	998	99	-	127	-	115	10.7	1195	900

CEED

RATING ■■■■■■■■□□ 8/10

Now without the silly apostrophe. Hugely appealing package, with new engines, great driving manners and extra tech.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	2 1.5 T-GDi	-	5H	6M	22545	10822	14	125	51.4	-	1482	158	-	187	-	130	8.4	1330	1000

NEW XCEED

RATING COMING SOON

Pumped up, fashionable styling is mixed with traditional Ceed values of reliability and being sensible. Just revised, too.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	PHEV 3 1.6 GDi 🔌	-	5H	6A	32995	12868	15	32	201.7	29.8	1580	104	79	108	125	99	10.6	1594	1300

SOUL

RATING ■■■■■■■■□□ 8/10

Quirky crossover vehicle, now exclusively sold with electric power. It's practical and good to drive, too.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	EV Urban 🔌	-	5H	1A	32845	20364	26	0	-	171.0	-	-	134	-	291	97	9.9	tba	tba
E	EV Explore 🔌	400s	5H	1A	39045	24208	31	0	-	280.0	-	-	201	-	291	104	7.9	1757	0

LONG TERM TEST

NEW NIRO

RATING ■■■■■■■■□□ 8/10

All of the elements of the first Niro that everyone loved rehashed into a bolder proposition. It'll sell like hot cakes.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Hybrid 2 1.6 GDi	-	5H	6A	28295	15279	20	100	64.2	-	1580	104	56	108	125	102	10.4	1490	1300
PE	Hybrid 3 1.6 GDi	-	5H	6A	31045	16454	21	105	61.4	-	1580	104	56	108	125	102	10.8	1490	1300
PE	Hybrid 4 1.6 GDi	-	5H	6A	33795	17911	21	106	60.1	-	1580	104	56	108	125	102	10.8	1490	1300
PE	PHEV 2 1.6 GDi 🔌	430s	5H	6A	34075	17378	23	18	353.1	40.0	1580	104	111	108	150	104	9.6	1610	1300
PE	PHEV 3 1.6 GDi 🔌	430	5H	6A	36825	18413	23	21	313.9	38.0	1580	104	111	108	150	100	9.8	1610	1300
PE	PHEV 4 1.6 GDi 🔌	430s	5H	6A	39575	20183	24	22	282.5	38.0	1580	104	111	108	150	100	9.8	1610	1300
E	EV 2 🔌	431s	5H	1A	36795	20237	28	0	-	285.0	-	-	201	-	188	103	7.8	1739	750
E	EV 3 🔌	431	5H	1A	39545	22541	29	0	-	285.0	-	-	201	-	188	103	7.8	1739	750
E	EV 4 🔌	431s	5H	1A	42295	23262	29	0	-	285.0	-	-	201	-	188	103	7.8	1739	750

NEW SPORTAGE

RATING ■■■■■■■■■□ 9/10

Europe gets a uniquely developed version of the Sportage, showing the significance of the mediujm SUV to Kia.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	GT-Line Hybrid 1.6 T-GDi	423s	5H	6A	34750	18418	24	129	49.6	-	1598	178	59	195	195	120	7.7	1649	1650
PE	3 Hybrid 1.6 T-GDi	423s	5H	6A	35750	18590	25	129	49.6	-	1598	178	59	195	195	120	7.7	1649	1650
PE	GT-Line S Hybrid 1.6 T-GDi	423	5H	6A	39950	20375	25	132	48.7	-	1598	178	59	195	195	120	7.7	1649	1650
PE	GT-Line S Hybrid 1.6 T-GDi AWD	-	5H	6A	41550	20775	25	146	44.1	-	1598	178	59	195	195	120	8.0	1715	1650

SORENTO

RATING ■■■■■■■■□□ 8/10

A huge leap forward in terms of design and technology, making this flagship Kia the most intricate car so far.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Edition 2.2 CRDi AWD	412s	5H	8A	49495	26727	31	tba	tba	-	2151	199	-	325	-	127	9.1	1954	2500
PE	Edition Hybrid 1.6 T-GDi AWD	-	5H	6A	50995	27537	31	tba	tba	-	1598	178	86	195	195	119	8.7	2006	1650
PE	Edition PHEV 1.6 T-GDi AWD 🔌	413s	5H	6A	56995	29067	33	tba	tba	35.0	1598	178	90	195	224	119	8.4	2099	1500

EV6

RATING ■■■■■■■■■□ 9/10

The first model in Kia's plan to launch bespoke electric vehicles to cover a variety of different sectors.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Air RWD 🔌	-	5H	1A	45245	26242	33	0	-	328.0	-	-	226	-	258	114	7.3	1985	1600
E	GT-Line RWD 🔌	-	5H	1A	48245	27982	34	0	-	328.0	-	-	226	-	258	114	7.3	1985	1600
E	GT-Line AWD Dual Motor 🔌	423s	5H	1A	51745	29495	39	0	-	314.0	-	-	321	-	446	114	5.2	2090	1600
E	GT-Line S RWD 🔌	-	5H	1A	52745	30065	35	0	-	313.0	-	-	226	-	258	114	7.3	1985	1600
E	GT-Line S AWD Dual Motor 🔌	423	5H	1A	56245	31497	40	0	-	300.0	-	-	321	-	446	114	5.2	2090	1600
E	GT AWD 🔌	-	5H	1A	62645	33828	45	0	-	263.0	-	-	577	-	546	162	3.5	tba	1800

LAND ROVER

UK dealers: 113 Warranty: 3 years/Unlimited miles Maintenance: 16,000 miles (21,000 miles 2.0-litre)

DEFENDER

RATING ■■■■■■■■■□ 9/10

Recreated for a new generation, the new Defender is rugged in an altogether different way. We're sold on it.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	90 D250 AWD HSE MH	-	3H	8A	61940	37164	38	227	32.6	-	2996	246	-	420	-	117	8.0	2303	3500
D	90 D250 AWD X-Dynamic SE MH	-	3H	8A	60705	35816	38	226	32.8	-	2996	246	-	420	-	117	8.0	2303	3500
D	90 D250 AWD X-Dynamic HSE MH	-	3H	8A	65000	39000	39	228	32.6	-	2996	246	-	420	-	117	8.0	2303	3500
D	90 D300 AWD X MH	-	3H	8A	83705	49386	42	229	32.4	-	2996	296	-	479	-	119	6.7	2303	3500
D	90 D300 AWD 75th Limited Edition MH	-	3H	8A	85995	50737	tba	236	31.5	-	2996	296	-	479	-	119	6.7	2303	3500
D	110 D250 AWD SE MH	-	5H	8A	64035	36500	38	231	32.1	-	2996	246	-	420	-	117	8.3	2415	3500
D	110 D250 AWD HSE MH	-	5H	8A	66845	40775	40	231	32.1	-	2996	246	-	420	-	117	8.3	2415	3500
D	110 D250 AWD X-Dynamic SE MH	-	5H	8A	67095	38244	40	231	32.1	-	2996	246	-	420	-	117	8.3	2415	3500
D	110 D250 AWD X-Dynamic HSE MH	-	5H	8A	69905	42642	40	231	32.1	-	2996	246	-	420	-	117	8.3	2415	3500
D	110 D300 AWD SE MH	-	5H	8A	67705	37915	40	232	32.0	-	2996	296	-	479	-	119	7.0	2415	3500
D	110 D300 AWD HSE MH	-	5H	8A	70520	42312	42	232	32.0	-	2996	296	-	479	-	119	7.0	2415	3500
D	110 D300 AWD X-Dynamic S MH	-	5H	8A	66200	38396	41	230	32.3	-	2996	296	-	479	-	119	7.0	2415	3500
D	110 D300 AWD X-Dynamic SE MH	-	5H	8A	70765	40336	41	232	32.0	-	2996	296	-	479	-	119	7.0	2415	3500
D	110 D300 AWD X-Dynamic HSE MH	-	5H	8A	73580	44148	42	232	31.9	-	2996	296	-	479	-	119	7.0	2415	3500
D	110 D300 AWD X MH	-	5H	8A	88010	52806	43	233	31.9	-	2996	296	-	479	-	119	7.0	2415	3500
D	110 D300 AWD 75th Limited Edition MH	-	5H	8A	89995	53997	tba	240	30.9	-	2996	296	-	479	-	119	7.0	2415	3500
PE	110 P400e AWD X-Dynamic S 🔌	427	5H	8A	72200	43320	43	59	109.5	31.0	1997	296	141	295	203	119	5.6	2600	3000
PE	110 P400e AWD X-Dynamic SE 🔌	427s	5H	8A	77130	45507	45	60	108.3	31.0	1997	296	141	295	203	119	5.6	2600	3000
PE	110 P400e AWD X-Dynamic HSE 🔌	427s	5H	8A	79945	49566	45	60	106.7	31.0	1997	296	141	295	203	119	5.6	2600	3000
PE	110 P400e AWD XS Edition 🔌	427s	5H	8A	75380	48243	45	60	106.9	31.0	1997	296	141	295	203	119	5.6	2600	3000
PE	110 P400e AWD X 🔌	427s	5H	8A	91820	59683	47	61	106.0	30.0	1997	296	141	295	203	119	5.6	2600	3000
PE	110 P400e AWD 75th Limited Edition 🔌	427s	5H	8A	93995	61097	tba	68	94.7	28.0	1997	296	141	295	203	119	5.6	2600	3000
D	130 D300 AWD HSE MH	-	5H	8A	80280	40140	43	235	31.6	-	2996	296	-	479	-	119	7.5	2589	3000
D	130 D300 AWD X-Dynamic SE MH	-	5H	8A	78555	38492	43	235	31.6	-	2996	296	-	479	-	119	7.5	2589	3000
D	130 D300 AWD X-Dynamic HSE MH	-	5H	8A	83435	41718	43	235	31.6	-	2996	296	-	479	-	119	7.5	2589	3000
D	130 D300 AWD First Edition MH	-	5H	8A	82610	40479	45	235	31.5	-	2996	296	-	479	-	119	7.5	2589	3000
D	130 D300 AWD X MH	-	5H	8A	98400	51168	46	235	31.5	-	2996	296	-	479	-	119	7.5	2589	3000

DISCOVERY SPORT

RATING ■■■■■■■■□□ 8/10

Comprehensively revised, with mild hybrid technology, an all-new interior and that go-anywhere ability.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	D165	-	5H	6M	34480	17240	25	168	44.8	-	1997	161	-	280	-	112	10.4	1844	1800

Power Source Test date Doors Gearbox List price£ Trade-in value Ins. Group CO2g/km Combined mpg Electric range (miles) Engine cc Engine bhp/rpm Electric bhp Engine torque Lb ft Electric torque lb ft Top speed 0-62mph Kerb weight (kg) Towing weight (kg)

FORGOTTEN CONCEPTS

2016 CITROËN CXPERIENCE

Unveiled at the 2016 Paris Motor Show, the 4.85 metre CXperience appeared to be a stunning saloon replacement for the Citroën C5 or perhaps the C6 – or even the CX that inspired its name – but with this segment rapidly dying in Europe, history will view the CXperience predominantly as a styling testbed. Indeed, its nose with almost no grille and a chevron badge that shoots outwards and culminates in dramatic V-shaped LED elements has been directly translated to new models, including the C4 and C5 X. Flaps are integrated within the front bumper, which close to reduce drag when less cooling is required. The CXperience is a PHEV with a 13kWh battery, capable of providing up to 37 miles of EV range – an almost identical configuration to Citroën's current range of plug-in hybrid models.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	D165 AWD MH	-	5H	9A	38430	18446	27	176	42.2	-	1997	161	-	280	-	112	10.2	1948	2200
D	D165 AWD Urban Edition MH	-	5H	9A	42505	22103	27	180	42.2	-	1997	161	-	280	-	112	10.2	1948	2200
D	D165 AWD R-Dynamic SE MH	-	5H	9A	46450	23225	29	180	42.2	-	1997	161	-	280	-	112	10.2	1948	2200
D	D200 AWD Urban Edition MH	-	5H	9A	43480	23044	31	180	42.2	-	1997	201	-	317	-	117	8.6	1948	2500
D	D200 AWD R-Dynamic SE MH	-	5H	9A	47490	24220	32	180	42.2	-	1997	201	-	317	-	117	8.6	1948	2500
D	D200 AWD R-Dynamic HSE MH	-	5H	9A	50285	26651	33	181	42.2	-	1997	201	-	317	-	117	8.6	1948	2500
PE	P300e AWD R-Dynamic Urban Edition 🔌	-	5H	8A	51110	31177	39	37	143.1	36.0	1498	197	107	207	192	130	6.6	2168	1600
PE	P300e AWD R-Dynamic SE 🔌	-	5H	8A	52285	31894	41	37	143.1	36.0	1498	197	107	207	192	130	6.6	2168	1600
PE	P300e AWD R-Dynamic HSE 🔌	-	5H	8A	54865	32919	42	37	143.1	36.0	1498	197	107	207	192	130	6.6	2168	1600

DISCOVERY

Rating ■■■■■■■■■□ 9/10

Extra dynamism has been added, as well as straight six engines. It's so good, it could wear Range Rover badges.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	D250 AWD S MH	-	5H	8A	57225	34335	38	220	33.9	-	2996	245	-	420	-	120	8.1	2437	3500
D	D250 AWD R-Dynamic S MH	-	5H	8A	60770	35854	39	219	33.9	-	2996	245	-	420	-	120	8.1	2437	3500
D	D250 AWD R-Dynamic SE MH	-	5H	8A	64440	38664	40	221	33.9	-	2996	245	-	420	-	120	8.1	2437	3500
D	D300 AWD S MH	412s	5H	8A	60065	40244	41	220	33.9	-	2996	296	-	479	-	130	6.8	2437	3500
D	D300 AWD R-Dynamic SE MH	412	5H	8A	67285	43735	42	221	33.9	-	2996	296	-	479	-	130	6.8	2437	3500
D	D300 AWD R-Dynamic HSE MH	412s	5H	8A	72025	46816	45	223	33.9	-	2996	296	-	479	-	130	6.8	2437	3500
D	D300 AWD Metropolitan Edition MH	412s	5H	8A	75475	48304	46	224	33.9	-	2996	296	-	479	-	130	6.8	2437	3500

LONG TERM TEST

RANGE ROVER EVOQUE

RATING ■■■■■■■■□□ 8/10

Not the most radical of updates, but has more space and is bang up-to-date on the equipment front.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	D165	-	5H	6M	34010	15985	24	160	47.1	-	1999	161	-	280	-	120	10.1	1787	1600
D	D165 S	-	5H	6M	37580	18038	25	162	47.1	-	1999	161	-	280	-	120	10.1	1787	1600
D	D165 R-Dynamic	-	5H	6M	35540	17415	24	161	47.1	-	1999	161	-	280	-	120	10.1	1787	1600
D	D165 R-Dynamic S	-	5H	6M	39110	19555	25	163	47.1	-	1999	161	-	280	-	120	10.1	1787	1600
D	D165 AWD MH	-	5H	9A	37990	17096	25	169	44.1	-	1999	161	-	280	-	120	9.8	1891	2000
D	D165 AWD S MH	-	5H	9A	42245	19010	26	171	44.1	-	1999	161	-	280	-	120	9.8	1891	2000
D	D165 AWD R-Dynamic MH	-	5H	9A	39570	18598	26	170	44.1	-	1999	161	-	280	-	120	9.8	1891	2000
D	D165 AWD R-Dynamic S MH	-	5H	9A	43830	20162	27	172	44.1	-	1999	161	-	280	-	120	9.8	1891	2000
D	D200 AWD R-Dynamic S MH	-	5H	9A	44850	21080	30	171	43.5	-	1999	201	-	317	-	120	8.5	1941	2000
D	D200 AWD Edition MH	-	5H	9A	48495	22308	31	171	43.5	-	1999	201	-	317	-	120	8.5	1941	2000
D	D200 AWD R-Dynamic SE MH	-	5H	9A	48620	21393	31	173	43.5	-	1999	201	-	317	-	120	8.5	1941	2000
D	D200 AWD R-Dynamic HSE MH	-	5H	9A	51800	23310	32	174	43.5	-	1999	201	-	317	-	120	8.5	1941	2000
D	D200 AWD Autobiography MH	-	5H	9A	54755	25735	33	180	43.5	-	1999	201	-	317	-	120	8.5	1941	2000
PE	P300e AWD R-Dynamic S 🔌	409s	5H	8A	48715	30203	38	33	143.1	38.0	1498	197	107	207	192	132	6.4	2157	1600
PE	P300e AWD Edition 🔌	409s	5H	8A	52440	31464	39	34	143.1	38.0	1498	197	107	207	192	132	6.4	2157	1600
PE	P300e AWD R-Dynamic SE 🔌	409s	5H	8A	52440	30940	39	34	143.1	38.0	1498	197	107	207	192	132	6.4	2157	1600
PE	P300e AWD R-Dynamic HSE 🔌	409s	5H	8A	55615	31701	40	34	143.1	37.0	1498	197	107	207	192	132	6.4	2157	1600
PE	P300e AWD Autobiography 🔌	409s	5H	8A	58015	35969	40	34	143.1	37.0	1498	197	107	207	192	132	6.4	2157	1600

RANGE ROVER VELAR

RATING ■■■■■■■■■□ 9/10

Fourth member of the Range Rover line-up, borrowing its underpinnings from the Jaguar F-Pace. It's sensational.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	D200 AWD MH	-	5H	8A	46565	25611	34	167	44.2	-	1999	201	-	317	-	130	8.2	2003	2400
D	D200 AWD S MH	-	5H	8A	52100	27092	38	168	44.2	-	1999	201	-	317	-	130	8.2	2003	2400
D	D200 AWD R-Dynamic S MH	-	5H	8A	54550	28912	38	171	43.2	-	1999	201	-	317	-	130	8.2	2003	2400
D	D200 AWD R-Dynamic SE MH	-	5H	8A	57205	29175	41	171	43.4	-	1999	201	-	317	-	130	8.2	2003	2400
D	D200 AWD R-Dynamic HSE MH	-	5H	8A	64395	32198	42	161	41.8	-	1999	201	-	317	-	130	8.2	2003	2400
D	D200 AWD Edition MH	-	5H	8A	61005	31723	41	171	43.2	-	1999	201	-	317	-	130	8.2	2003	2400
D	D300 AWD R-Dynamic SE MH	-	5H	8A	63080	29017	45	198	37.3	-	2996	296	-	479	-	143	6.5	2124	2500
D	D300 AWD R-Dynamic HST MH	-	5H	8A	69865	34234	46	200	36.2	-	2996	296	-	479	-	143	6.5	2124	2500
PE	P400e AWD SE 🔌	-	5H	8A	65195	40421	47	49	128.2	33.0	1997	296	141	295	203	130	5.4	2233	2000
PE	P400e AWD R-Dynamic S 🔌	-	5H	8A	65235	38489	46	52	120.0	33.0	1997	296	141	295	203	130	5.4	2233	2000
PE	P400e AWD R-Dynamic SE 🔌	-	5H	8A	67630	40578	47	51	122..9	33.0	1997	296	141	295	203	130	5.4	2233	2000
PE	P400e AWD R-Dynamic HSE 🔌	-	5H	8A	72920	43752	48	56	112.4	33.0	1997	296	141	295	203	130	5.4	2233	2000

NEW RANGE ROVER SPORT

RATING COMING SOON

Re-emphasises the Sport aspect of the Range Rover, with fresh looks, more luxury and greater desirability.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	D300 AWD SE MH	-	5H	8A	80325	42572	47	196	37.7	-	2997	296	-	479	-	135	6.6	2390	3500
D	D300 AWD Dynamic SE MH	-	5H	8A	83325	44996	48	196	37.7	-	2997	296	-	479	-	135	6.6	2390	3500
D	D300 AWD Autobiography MH	-	5H	8A	95065	49434	50	198	37.4	-	2997	296	-	479	-	135	6.6	2390	3500
D	D350 AWD Autobiography MH	-	5H	8A	99245	50615	50	198	37.4	-	2997	346	-	516	-	145	5.9	2435	3500
D	D350 AWD First Edition MH	-	5H	8A	102685	52369	50	198	37.3	-	2997	346	-	516	-	145	5.9	2435	3500
PE	P440e AWD SE 🔌	-	5H	8A	84530	46492	50	18	341.2	71.0	2996	tba	141	tba	tba	140	5.8	2735	3000
PE	P440e AWD Dynamic SE 🔌	-	5H	8A	87530	48142	50	18	341.1	71.0	2996	tba	141	tba	tba	140	5.8	2735	3000
PE	P440e AWD Autobiography 🔌	-	5H	8A	99270	52613	50	18	337.6	71.0	2996	tba	141	tba	tba	140	5.8	2735	3000
PE	P510e AWD Autobiography 🔌	-	5H	8A	108600	54300	50	19	334.3	70.0	2996	394	141	tba	tba	150	5.4	2810	3000
PE	P510e AWD First Edition 🔌	-	5H	8A	112040	57140	50	19	333.7	70.0	2996	394	141	tba	tba	150	5.4	2810	3000

RANGE ROVER

RATING ■■■■■■■■■□ 9/10

It's not just a Range Rover, it's 'The' Range Rover. Sumptuous with great attention to detail, it's quite something.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	D300 SE MH	-	5H	8A	99375	57638	50	202	36.7	-	2997	296	-	479	-	135	6.9	2505	3500
D	D300 HSE MH	-	5H	8A	105675	60235	50	204	36.2	-	2997	296	-	479	-	135	6.9	2505	3500
D	D300 Autobiography MH	-	5H	8A	119275	66794	50	207	35.8	-	2997	296	-	479	-	135	6.9	2505	3500
D	D350 SE MH	427s	5H	8A	102475	58411	50	203	36.5	-	2997	346	-	516	-	145	6.1	2505	3500
D	D350 HSE MH	427	5H	8A	108775	60914	50	205	36.1	-	2997	346	-	516	-	145	6.1	2505	3500
D	D350 Autobiography MH	427s	5H	8A	122375	67306	50	208	35.6	-	2997	346	-	516	-	145	6.1	2505	3500
D	D350 First Edition MH	427s	5H	8A	128475	69377	50	211	35.1	-	2997	346	-	516	-	145	6.1	2505	3500
D	D350 SV MH	427s	5H	8A	151175	81635	50	208	35.7	-	2997	346	-	516	-	145	6.1	2505	3500
PE	P440e SE 🔌	-	5H	8A	108385	60696	50	19	333.8	70.0	2996	tba	141	tba	203	140	6.0	2770	2500
PE	P440e HSE 🔌	-	5H	8A	114325	61736	50	19	328.2	69.0	2996	tba	141	tba	203	140	6.0	2770	2500
PE	P440e Autobiography 🔌	-	5H	8A	127665	66386	50	20	322.7	69.0	2996	tba	141	tba	203	140	6.0	2770	2500
PE	P440e First Edition 🔌	-	5H	8A	132005	69963	50	20	322.5	69.0	2996	tba	141	tba	203	140	6.0	2770	2500
PE	P510e Autobiography 🔌	-	5H	8A	131355	68305	50	20	321.1	69.0	2996	394	141	tba	203	150	5.5	2810	2500
PE	P510e First Edition 🔌	-	5H	8A	132955	71796	50	20	320.7	69.0	2996	394	141	tba	203	150	5.5	2810	2500
PE	P510e SV 🔌	-	5H	8A	154300	81779	50	20	318.9	68.0	2996	394	141	tba	203	150	5.5	2810	2500
D	D350 SE LWB (7-seats) MH	432s	5H	8A	107675	61375	50	208	35.6	-	2997	346	-	516	-	145	6.4	2666	3500
D	D350 HSE LWB (7-seats) MH	432s	5H	8A	113975	63826	50	210	35.2	-	2997	346	-	516	-	145	6.4	2666	3500
D	D350 Autobiography LWB (5-seats) MH	-	5H	8A	124975	67487	50	210	35.3	-	2997	346	-	516	-	145	6.3	2569	3500
D	D350 Autobiography LWB (7-seats) MH	432	5H	8A	124375	70894	50	211	35.1	-	2997	346	-	516	-	145	6.4	2666	3500
D	D350 First Edition LWB (5-seats) MH	-	5H	8A	130775	69311	50	213	34.8	-	2997	346	-	516	-	145	6.3	2569	3500
D	D350 SV LWB (5-seats) MH	-	5H	8A	171575	87503	50	210	35.3	-	2997	346	-	516	-	145	6.3	2569	3500
PE	P440e Autobiography (5-seats) 🔌	-	5H	8A	130235	67722	50	20	320.2	68.0	2996	tba	141	tba	203	140	6.0	2810	2500
PE	P440e First Edition (5-seats) 🔌	-	5H	8A	131655	71094	50	20	319.5	68.0	2996	tba	141	tba	203	140	6.0	2810	2500

LEXUS

UK dealers: 46 Warranty: 3 years/60,000 miles Maintenance: 10,000 miles

UX

RATING ■■■■■■■■□□ 8/10

And then there were three, as Lexus expands its SUV offering in the UK. It's cute, luxurious and affordable.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	UX 250h	401s	5H	CVT	34750	14943	22	120	53.3	-	1987	150	107	140	149	110	8.5	1540	750
PE	UX 250h Premium Pack	401s	5H	CVT	36750	16170	22	120	51.4	-	1987	150	107	140	149	110	8.5	1540	750
PE	UX 250h Premium Plus Pack	401s	5H	CVT	40640	16662	22	125	51.4	-	1987	150	107	140	149	110	8.5	1540	750
PE	UX 250h F Sport Design	401s	5H	CVT	36950	18106	22	126	50.4	-	1987	150	107	140	149	110	8.5	1540	750
PE	UX 250h F Sport Premium Plus Pack	401s	5H	CVT	42750	18810	22	127	50.4	-	1987	150	107	140	149	110	8.5	1540	750
PE	UX 250h F Sport Takumi Pack	401s	5H	CVT	47250	19373	22	128	50.4	-	1987	150	107	140	149	110	8.5	1540	750
PE	UX 250h Takumi	401s	5H	CVT	46750	18233	26	126	50.4	-	1987	150	107	140	149	110	8.5	1540	750
PE	UX 250h Premium Plus Pack E-Four	401s	5H	CVT	42740	17096	23	136	47.1	-	1987	150	114	140	149	110	8.7	1600	750
PE	UX 250h F Sport Premium Plus Pack E-Four	401s	5H	CVT	44850	19286	23	136	47.1	-	1987	150	114	140	149	110	8.7	1600	750
PE	UX 250h F Sport Takumi Pack E-Four	401s	5H	CVT	48600	19926	26	137	47.1	-	1987	150	114	140	149	110	8.7	1600	750
PE	UX 250h Takumi E-Four	401s	5H	CVT	48100	18759	29	136	47.1	-	1987	150	114	140	149	110	8.7	1600	750
E	UX 300e 🔌	-	5H	1A	44195	22098	38	0	-	196.0	-	-	201	-	221	99	7.5	1785	0
E	UX 300e Premium Plus Pack 🔌	-	5H	1A	47695	21940	38	0	-	196.0	-	-	201	-	221	99	7.5	1785	0
E	UX 300e Takumi Pack 🔌	-	5H	1A	53795	22056	38	0	-	196.0	-	-	201	-	221	99	7.5	1785	0

NX

RATING ■■■■■■■■□□ 8/10

Greater sophistication, more distinctive styling and extra luxuriousness are joined by Lexus' first plug-in hybrid drivetrain.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	NX 350h 2WD	-	5H	CVT	42760	22663	31	129	49.5	-	2487	188	180	176	199	124	8.7	1800	1500
PE	NX 350h Premium Pack 2WD	-	5H	CVT	43760	24068	31	129	49.5	-	2487	188	180	176	199	124	8.7	1800	1500
PE	NX 350h	424s	5H	CVT	43760	23630	32	136	47.9	-	2487	189	233	163	199	112	7.7	1790	1500
PE	NX 350h Premium Pack	424s	5H	CVT	44760	25066	32	136	47.9	-	2487	189	233	163	199	112	7.7	1790	1500
PE	NX 350h Premium Pack Plus	424s	5H	CVT	51810	25387	32	144	47.9	-	2487	189	233	163	199	112	7.7	1790	1500
PE	NX 350h F Sport Premium Plus Pack	424s	5H	CVT	53310	27188	35	143	47.9	-	2487	189	233	163	199	112	7.7	1790	1500
PE	NX 350h F Sport Takumi Pack	424s	5H	CVT	59310	29655	35	143	47.9	-	2487	189	233	163	199	112	7.7	1790	1500
PE	NX 350h Takumi	424	5H	CVT	57810	28327	36	144	47.9	-	2487	189	233	163	199	112	7.7	1790	1500
PE	NX 450h+ Premium Pack 🔌	428s	5H	CVT	53300	25051	38	21	313.9	40.0	2487	185	236	167	199	112	6.3	1990	1500
PE	NX 450h+ Premium Plus Pack 🔌	428s	5H	CVT	59050	25982	38	25	313.9	40.0	2487	185	236	167	199	112	6.3	1990	1500
PE	NX 450h+ F Sport Premium Plus Pack 🔌	428s	5H	CVT	60550	27853	40	25	313.9	40.0	2487	185	236	167	199	112	6.3	1990	1500
PE	NX 450h+ F Sport Takumi Pack 🔌	428s	5H	CVT	63550	31140	40	25	313.9	40.0	2487	185	236	167	199	112	6.3	1990	1500
PE	NX 450h+ Takumi 🔌	428	5H	CVT	62050	29784	41	25	313.9	40.0	2487	185	236	167	199	112	6.3	1990	1500

RZ

RATING COMING SOON

Based on the Toyota bZ4X, it's Lexus' second EV. It looks sharp, is well equipped and we drive it later this year.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	RZ 450e Premium Pack 🔌	-	5H	1A	62600	33178	tba	0	tba	tba	-	-	tba	-	tba	tba	tba	tba	tba
E	RZ 450e Premium Plus Pack 🔌	-	5H	1A	66600	35298	tba	0	tba	tba	-	-	tba	-	tba	tba	tba	tba	tba
E	RZ 450e Takumi 🔌	-	5H	1A	72100	36050	tba	0	tba	tba	-	-	tba	-	tba	tba	tba	tba	tba

NEW RX

RATING COMING SOON

No seven-seat option this time, but plusher, more powerful and packed to the rafters with cutting-edge technology.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	RX 350h Premium Pack	-	5H	CVT	59950	28177	tba	143	tba	tba	-	-	tba	-	tba	tba	tba	tba	tba
PE	RX 350h Premium Plus Pack	-	5H	CVT	65950	34954	tba	143	tba	tba	-	-	tba	-	tba	tba	tba	tba	tba
PE	RX 350h Takumi	-	5H	CVT	74450	34247	tba	143	tba	tba	-	-	tba	-	tba	tba	tba	tba	tba
PE	RX 450h+ Premium Pack 🔌	-	5H	CVT	64950	30527	tba	25	tba	tba	-	-	tba	-	tba	tba	tba	tba	tba
PE	RX 450h+ Premium Plus Pack 🔌	-	5H	CVT	70950	37604	tba	25	tba	tba	-	-	tba	-	tba	tba	tba	tba	tba
PE	RX 450h+ Takumi 🔌	-	5H	CVT	79450	36547	tba	25	tba	tba	-	-	tba	-	tba	tba	tba	tba	tba
PE	RX 500h F Sport	-	5H	6A	74950	33728	tba	182	tba	tba	-	-	tba	-	tba	tba	tba	tba	tba
PE	RX 500h FSport with Takumi Pack	-	5H	6A	79950	35978	tba	182	tba	tba	-	-	tba	-	tba	tba	tba	tba	tba

RX

RATING ■■■■■■■□□□ 7/10

Boldly styled, bigger, greener and pricier, but misses out on plug-in hybrid technology. L model is roomy.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	RX 450h	-	5H	CVT	56315	25342	41	178	35.7	-	3456	259	232	247	247	124	7.7	2100	2000
PE	RX 450h Premium	-	5H	CVT	57965	27244	41	178	35.7	-	3456	259	232	247	247	124	7.7	2100	2000
PE	RX 450h Premium Sport Edition	-	5H	CVT	59615	27423	41	179	34.4	-	3456	259	232	247	247	124	7.7	2100	2000
PE	RX 450h F Sport	-	5H	CVT	60465	27209	41	179	35.7	-	3456	259	232	247	247	124	7.7	2100	2000
PE	RX 450h F Sport Takumi Pack	-	5H	CVT	66265	30482	41	180	35.3	-	3456	259	232	247	247	124	7.7	2100	2000
PE	RX 450h Takumi	-	5H	CVT	67265	30942	43	179	35.7	-	3456	259	232	247	247	124	7.7	2100	2000
PE	RX 450h L	-	5H	CVT	57605	26498	41	185	34.4	-	3456	259	232	247	247	112	8.0	2205	0
PE	RX 450h L Premium Pack	-	5H	CVT	59405	27920	41	185	34.4	-	3456	259	232	247	247	112	8.0	2205	0
PE	RX 450h L Premium Sport Edition	-	5H	CVT	60305	27740	41	186	35.7	-	3456	259	232	247	247	112	8.0	2205	0
PE	RX 450h L Takumi	-	5H	CVT	68165	32038	42	185	34.4	-	3456	259	232	247	247	112	8.0	2205	0

ES

RATING ■■■■■■■□□□ 7/10

First ES model to be sold in the UK replaces the GS in the line-up. It's front-wheel-drive, looks good, and is well kitted out.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	ES 300h Premium Edition	-	4S	CVT	39980	21989	32	120	53.2	-	2487	176	118	163	149	112	8.9	1680	0

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	ES 300h Premium Pack	-	4S	CVT	47970	21587	31	121	53.2	-	2487	176	118	163	149	112	8.9	1680	0
PE	ES 300h F Sport	-	4S	CVT	47095	23548	32	122	53.2	-	2487	176	118	163	149	112	8.9	1680	0
PE	ES 300h F Sport Takumi Pack	-	4S	CVT	51620	24778	32	123	52.3	-	2487	176	118	163	149	112	8.9	1680	0
PE	ES 300h Takumi	-	4S	CVT	56345	22538	36	121	53.2	-	2487	176	118	163	149	112	8.9	1680	0

LC

RATING ■■■■■■■■□□ 8/10

Hot new flagship Coupé that look sensational. Supercar performance is merged with excellent day-to-day frugality.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	LC 500h	-	2C	CVT	92820	41769	47	184	34.8	-	3456	295	177	258	221	155	5.0	1980	0
PE	LC 500h Sport Pack	-	2C	CVT	98020	45089	48	184	34.8	-	3456	295	177	258	221	155	5.0	1980	0
PE	LC 500h Sport Plus Pack	-	2C	CVT	103670	47688	49	184	34.8	-	3456	295	177	258	221	155	5.0	1980	0
PE	LC 500h Black Inspiration	-	2C	CVT	107820	48519	50	184	34.8	-	3456	295	177	258	221	155	5.0	1980	0

LS

RATING ■■■■■■■■□□ 8/10

The finest expression of Lexus luxury, with all-wheel-drive available in the UK for the first time. It has real presence.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	LS 500h	-	4S	CVT	89175	25861	47	182	35.3	-	3456	295	177	258	221	155	5.4	2190	0
PE	LS 500h Premium Pack	-	4S	CVT	96875	26156	48	182	35.3	-	3456	295	177	258	221	155	5.4	2190	0
PE	LS 500h Premium Pack AWD	383s	4S	CVT	100040	27011	49	215	29.7	-	3456	295	177	258	221	155	5.5	2275	0
PE	LS 500h F Sport	-	4S	CVT	96875	29063	48	184	34.9	-	3456	295	177	258	221	155	5.4	2190	0
PE	LS 500h Takumi AWD	383	4S	CVT	115680	34704	50	215	29.7	-	3456	295	177	258	221	155	5.5	2275	0

LOTUS

UK dealers: 14 Warranty: 5 years/100,000 miles Maintenance: tba

ELETRE

RATING COMING SOON

Are we dreaming, or has Lotus really just launched a hyper SUV with space for five on board?

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	🔌	-	5H	1A	89500	48330	tba	0	-	373.0	-	-	603	-	524	160	4.5	tba	tba
E	S 🔌	-	5H	1A	104500	56430	tba	0	-	373.0	-	-	603	-	524	160	4.5	tba	tba
E	R 🔌	-	5H	1A	120000	64800	tba	0	-	304.0	-	-	905	-	727	165	3.0	tba	tba

MAXUS

UK dealers: 64 Warranty: tba miles Maintenance: 18,000 miles

T90

RATING COMING SOON

The first electric pick-up to arrive on the UK market. Born out of the defunct Leyland Daf Vans (LDV) with a Chinese twist.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	EV 🔌	-	4P	1A	59995	23998	tba	0	-	220.0	-	-	tba	-	tba	tba	tba	2300	1500

MAZDA

UK dealers: 122 Warranty: 3 years/60,000 miles Maintenance: 12,500 miles (10,000 miles 2 Hybrid)

2

RATING COMING SOON

Mazda's smallest has the verve and style to compete in a crowded supermini sector.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	SE-L e-Skyactiv G	-	5H	6M	17205	7054	14	109	58.9	-	1496	74	-	105	-	106	11.3	1141	900
P	SE-L e-Skyactiv G MH	-	5H	6M	18105	7423	18	107	60.1	-	1496	89	-	111	-	114	9.8	1154	900
P	Sport e-Skyactiv G MH	-	5H	6M	18955	8340	19	107	60.1	-	1496	89	-	111	-	114	9.8	1154	900
P	Sport e-Skyactiv G	-	5H	6A	20475	9009	15	122	52.3	-	1496	89	-	111	-	110	12.1	1157	900
P	GT Sport e-Skyactiv G MH	-	5H	6M	19955	10177	20	107	60.1	-	1496	89	-	111	-	114	9.8	1154	900
P	GT Sport e-Skyactiv G	-	5H	6A	21475	10952	15	122	52.3	-	1496	89	-	111	-	110	12.1	1157	900
P	GT Sport Tech e-Skyactiv G MH	-	5H	6M	21575	10572	22	113	56.5	-	1496	114	-	111	-	124	9.1	1154	900

2 HYBRID

RATING COMING SOON

It's a rebadged Toyota Yaris with Mazda badges on it. One of the best small cars around, and it's cheaper, too.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Pure 1.5 Hybrid	-	5H	CVT	21820	10910	13	87	74.3	-	1490	91	79	89	104	109	9.7	1085	450
PE	Agile 1.5 Hybrid	-	5H	CVT	22670	11335	15	87	74.3	-	1490	91	79	89	104	109	9.7	1085	450
PE	Select 1.5 Hybrid	-	5H	CVT	25135	12316	15	92	74.3	-	1490	91	79	89	104	109	9.7	1085	450

3

RATING ■■■■■■■□□□ 7/10

Even smarter and more stylish than before, with mild-hybrid engine range. What a great follow up!

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	SE-L e-Skyactiv G MH	-	5H	6M	23265	8841	15	124	51.4	-	1998	121	-	157	-	122	10.4	1403	1300
P	SE-L Lux e-Skyactiv G MH	-	5H	6M	24365	9259	15	124	51.4	-	1998	121	-	157	-	122	10.4	1403	1300
P	SE-L Lux e-Skyactiv X MH	-	5H	6M	26265	9981	22	118	54.3	-	1998	184	-	177	-	134	8.1	1464	1300
P	Sport Lux e-Skyactiv X MH	-	5H	6M	27665	10789	22	120	54.3	-	1998	184	-	177	-	134	8.1	1464	1300
P	GT Sport e-Skyactiv X MH	-	5H	6M	29565	11826	22	121	54.3	-	1998	184	-	177	-	134	8.1	1464	1300
P	GT Sport Tech e-Skyactiv X MH	-	5H	6M	30465	11881	23	121	54.3	-	1998	184	-	177	-	134	8.1	1464	1300
P	SE-L Lux e-Skyactiv X MH	-	4S	6M	26265	9981	22	114	56.5	-	1998	184	-	177	-	134	8.1	1466	1300
P	Sport Lux e-Skyactiv X MH	-	4S	6M	27665	10789	22	117	56.5	-	1998	184	-	177	-	134	8.1	1466	1300
P	GT Sport e-Skyactiv X MH	-	4S	6M	29565	11826	22	117	56.5	-	1998	184	-	177	-	134	8.1	1466	1300
P	GT Sport Tech e-Skyactiv X MH	-	4S	6M	30465	11881	23	117	56.5	-	1998	184	-	177	-	134	8.1	1466	1300

LONG TERM TEST

CX-5

RATING ■■■■■■■■□□ 8/10

Only modest tweaks needed to be made to the CX-5, because it was already one of the best SUVs in its class.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	2WD Centre-Line Skyactiv D	423s	5H	6M	31520	13554	22	148	50.4	-	2191	148	-	280	-	127	9.9	1704	2000
D	2WD Centre-Line Skyactiv D	-	5H	6A	33475	14394	22	161	46.3	-	2191	148	-	280	-	124	10.7	1718	2000
D	2WD Exclusive-Line Skyactiv D	423s	5H	6M	34120	16036	22	147	50.4	-	2191	148	-	280	-	127	9.9	1704	2000
D	2WD Exclusive-Line Skyactiv D	-	5H	6A	36075	16955	22	160	46.3	-	2191	148	-	280	-	124	10.7	1718	2000
D	2WD Exclusive-Line Skyactiv D	-	5H	6M	35020	16459	25	147	50.4	-	2191	181	-	328	-	129	9.2	1757	2000
D	2WD Exclusive-Line Skyactiv D	-	5H	6A	36975	17378	26	160	46.3	-	2191	181	-	328	-	129	9.3	1774	2000
D	AWD Exclusive-Line Skyactiv D	LTs	5H	6A	38935	17131	26	173	42.8	-	2191	181	-	328	-	129	9.6	1835	2100
D	AWD Takumi Skyactiv D	-	5H	6M	39375	16931	26	165	44.8	-	2191	181	-	328	-	129	9.3	1823	2000
D	AWD Takumi Skyactiv D	LTS	5H	6A	41335	17774	27	173	42.8	-	2191	181	-	328	-	129	9.6	1835	2100

CX-60

RATING ■■■■■■■■□□ 8/10

The first in a new range of SUVs, with new six-cylinder diesel engines on their way. For now, it's a plug-in hybrid.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	AWD Exclusive-Line e-Skyactiv PHEV 🔌	431s	5H	8A	45420	24527	38	33	188.3	39.1	2488	188	173	192	199	124	5.8	1981	2500
PE	AWD Homura e-Skyactiv PHEV 🔌	431s	5H	8A	48170	26494	39	33	188.3	39.1	2488	188	173	192	199	124	5.8	1995	2500
PE	AWD Takumi e-Skyactiv PHEV 🔌	431	5H	8A	49520	26741	39	33	188.3	39.1	2488	188	173	192	199	124	5.8	1995	2500
D	Exclusive-Line e-Skyactiv D MH	-	5H	8A	42990	23215	tba	129	56.5	-	3283	197	17	332	-	132	8.4	1822	2500
D	AWD Exclusive-Line e-Skyactiv D MH	-	5H	8A	45630	24640	tba	137	54.3	-	3283	251	17	406	-	136	7.4	1867	2500
D	AWD Homura e-Skyactiv D MH	-	5H	8A	48380	26125	tba	138	54.3	-	3283	251	17	406	-	136	7.4	1937	2500
D	AWD Takumi e-Skyactiv D MH	-	5H	8A	50730	27394	tba	139	54.3	-	3283	251	17	406	-	136	7.4	1937	2500

MX-30

RATING ■■■■■■■■■□ 9/10

Mazda's first EV is tremendous and interestingly different with a nod to the RX-8 thanks to the small rear doors.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Prime-Line e-Skyactiv EV 🔌	412s	5H	1A	30050	13823	19	0	-	124.0	-	-	143	-	200	87	9.7	1750	0
E	Exclusive-Line e-Skyactiv EV 🔌	412s	5H	1A	31950	14058	19	0	-	124.0	-	-	143	-	200	87	9.7	1750	0
E	Makoto e-Skyactiv EV 🔌	414s	5H	1A	34350	14771	19	0	-	124.0	-	-	143	-	200	87	9.7	1750	0

MERCEDES-BENZ

UK dealers: 124 Warranty: 3 years/Unlimited miles Maintenance: Variable schedule (G-Class 12,500 miles)

NEW A-CLASS

RATING COMING SOON

The A-Class is a real delight, with a sensational interior that would be fitting in a car double the price.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	A 200 d Sport Executive	-	5H	8A	34500	15180	tba	130	57.7	-	1950	148	-	236	-	137	8.3	1530	1600
D	A 200 d AMG Line Executive	-	5H	8A	36640	18320	tba	131	57.7	-	1950	148	-	236	-	137	8.3	1530	1600
D	A 200 d AMG Line Premium	-	5H	8A	38240	19120	tba	132	57.7	-	1950	148	-	236	-	137	8.3	1530	1600
D	A 200 d AMG Line Premium Plus	-	5H	8A	41890	20107	tba	140	57.7	-	1950	148	-	236	-	137	8.3	1530	1600
D	A 200 d Sport Executive	-	4S	8A	35095	16846	tba	128	57.7	-	1950	148	-	236	-	141	8.4	1540	1600
D	A 200 d AMG Line Executive	-	4S	8A	37235	20107	tba	131	57.7	-	1950	148	-	236	-	141	8.4	1540	1600
D	A 200 d AMG Line Premium	-	4S	8A	38835	20971	tba	131	57.7	-	1950	148	-	236	-	141	8.4	1540	1600
D	A 200 d AMG Line Premium Plus	-	4S	8A	42485	22092	tba	138	57.7	-	1950	148	-	236	-	141	8.4	1540	1600

NEW B-CLASS

RATING COMING SOON

An MPV that is exceptionally car-like, with a beautiful cabin and a heavy dose of technological delights.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	B 200 d Sport Executive	-	5H	8A	36210	14484	tba	135	55.4	-	1950	148	-	236	-	136	8.5	1580	1600
D	B 200 d AMG Line Executive	-	5H	8A	38510	15789	tba	137	55.4	-	1950	148	-	236	-	136	8.5	1580	1600
D	B 200 d AMG Line Premium	-	5H	8A	40110	16846	tba	137	55.4	-	1950	148	-	236	-	136	8.5	1580	1599
D	B 200 d AMG Line Premium Plus	-	5H	8A	43760	19254	tba	145	55.4	-	1950	148	-	236	-	136	8.5	1580	1600

CLA-CLASS

RATING ■■■■■■■■□□ 8/10

Round two for Merc's concept four-door Coupé and Tourer. It looks smart, drives well, but isn't exactly cheap.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	CLA 220 d AMG Line Executive	-	4C	8A	39420	21287	31	132	56.5	-	1950	188	-	295	-	152	7.1	1560	1600
D	CLA 220 d AMG Line Premium	-	4C	8A	40270	21746	31	132	56.5	-	1950	188	-	295	-	152	7.1	1560	1600
PE	CLA 250 e AMG Line Premium 🔌	-	4C	8A	42265	27050	36	23	282.5	44.0	1332	158	101	184	221	149	6.8	1725	1600
D	CLA 220 d AMG Line Premium Plus Night Edition	-	4C	8A	42670	21762	32	140	56.5	-	1950	188	-	295	-	152	7.1	1560	1600
PE	CLA 250 e AMG Line Premium Plus Night Ed 🔌	-	4C	8A	44665	27692	37	27	282.5	44.0	1332	158	101	184	221	149	6.8	1725	1600
D	CLA 220 d AMG Line Executive	401s	5E	8A	40420	21827	29	135	55.4	-	1950	188	-	295	-	147	7.2	1585	1600
D	CLA 220 d AMG Line Premium	401	5E	8A	41270	22286	29	135	55.4	-	1950	188	-	295	-	147	7.2	1585	1600
PE	CLA 250 e AMG Line Premium 🔌	-	5E	8A	43265	27690	36	24	256.8	42.0	1332	158	101	184	221	146	6.9	1750	1600
D	CLA 220 d AMG Line Premium Plus Night Edition	401s	5E	8A	43670	22446	30	144	55.4	-	1950	188	-	295	-	147	7.2	1585	1600
PE	CLA 250 e AMG Line Premium Plus Night Ed 🔌	-	5E	8A	45665	27856	37	30	256.8	42.0	1332	158	101	184	221	146	6.9	1750	1600

C-CLASS

RATING ■■■■■■■■□□ 8/10

Larger in every direction, and takes its interior styling cues and technology from the brilliant S-Class.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	C 220 d AMG Line MH	424s	4S	9A	45650	20543	39	119	62.8	-	1993	197	20	325	-	152	7.3	1755	1800
PE	C 300 e AMG Line 🔌	-	4S	9A	48710	22407	45	12	565.0	68.0	1999	201	127	236	325	152	6.1	2080	1800
D	C 220 d AMG Line Premium MH	424	4S	9A	48400	21296	41	125	62.8	-	1993	197	20	325	-	152	7.3	1755	1800
D	C 300 d AMG Line Premium MH	421s	4S	9A	52160	21907	42	138	54.3	-	1993	261	20	406	-	155	5.7	1775	1800
PE	C 300 e AMG Line Premium 🔌	-	4S	9A	51460	23157	46	12	565.0	68.0	1999	201	127	236	325	152	6.1	2080	1800
D	C 220 d AMG Line Premium Plus MH	424s	4S	9A	51850	21777	41	126	62.8	-	1993	197	20	325	-	152	7.3	1755	1800
D	C 300 d AMG Line Premium Plus MH	421	4S	9A	55610	22244	43	139	54.3	-	1993	261	20	406	-	155	5.7	1775	1800
PE	C 300 e AMG Line Premium Plus 🔌	-	4S	9A	54910	23062	47	12	565.0	68.0	1999	201	127	236	325	152	6.1	2080	1800
D	C 220 d AMG Line MH	-	5E	9A	47210	21245	40	123	60.1	-	1993	197	20	325	-	150	7.4	1815	1800
D	C 220 d AMG Line Premium MH	-	5E	9A	49960	21982	41	129	60.1	-	1993	197	20	325	-	150	7.4	1815	1800
D	C 300 d AMG Line Premium MH	-	5E	9A	53720	22562	43	141	52.3	-	1993	261	20	406	-	155	5.8	1835	1800
D	C 220 d AMG Line Premium Plus MH	-	5E	9A	53410	22432	41	130	60.1	-	1993	197	20	325	-	150	7.4	1815	1800
D	C 300 d AMG Line Premium Plus MH	-	5E	9A	57170	22868	43	142	52.3	-	1993	261	20	406	-	155	5.8	1835	1800
PE	C 300 e AMG Line Premium Plus 🔌	-	5E	9A	56470	23153	47	13	470.8	65.0	1999	201	127	236	325	149	6.2	2290	1800

C-CLASS COUPÉ/CABRIOLET

RATING ■■■■■■■■□□ 8/10

C-Class gains a mid-life update with a dose of extra technology and electrification. Gets a significant price hike, too.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	C 220 d AMG Line Edition Premium	-	2C	9A	48040	19216	38	134	55.4	-	1950	192	-	295	-	149	7.0	1650	1800
D	C 300 d 4MATIC AMG Line Edition Premium	-	2C	9A	50695	21292	41	150	49.6	-	1950	241	-	369	-	155	6.0	1735	1800
D	C 220 d AMG Line Night Edition Prem Plus	-	2C	9A	51035	20414	39	145	55.4	-	1950	192	-	295	-	149	7.0	1650	1800
D	C 300 d 4MATIC AMG Line Night Ed Prem Plus	-	2C	9A	54045	22699	41	156	49.6	-	1950	241	-	369	-	155	6.0	1735	1800
D	C 220 d AMG Line Edition Premium	-	20	9A	51615	19098	42	142	52.3	-	1950	192	-	295	-	145	7.5	1785	1800
D	C 300 d AMG Line Edition Premium	-	20	9A	53025	20150	44	153	48.7	-	1950	241	-	369	-	155	6.3	1820	1800
D	C 220 d AMG Line Night Edition Prem Plus	-	20	9A	53565	20355	42	153	52.3	-	1950	192	-	295	-	145	7.5	1785	1800
D	C 300 d AMG Line Night Edition Prem Plus	-	20	9A	54620	21848	44	167	48.7	-	1950	241	-	369	-	155	6.3	1820	1800

E-CLASS

RATING ■■■■■■■■□□ 8/10

Lightly modified in 2020, with more technology, higher equipment levels and RDE2 compliant engines.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	E 220 d AMG Line MH	-	4S	9A	49230	22154	38	128	57.7	-	1993	197	20	325	-	148	7.4	1830	2100
D	E 300 d 4MATIC AMG Line MH	-	4S	9A	53225	23419	40	152	48.7	-	1993	261	20	406	-	155	6.3	1925	2100
DE	E 300 de AMG Line 🔌	414s	4S	9A	58475	27483	46	33	217.3	34.0	1950	192	121	295	325	149	5.9	2060	2100
PE	E 300 e AMG Line 🔌	-	4S	9A	57225	22318	44	35	188.3	35.0	1991	208	121	258	325	155	5.8	1990	2100
D	E 220 d AMG Line Premium MH	-	4S	9A	51230	23566	38	129	57.7	-	1993	197	20	325	-	148	7.4	1830	2100
D	E 300 d 4MATIC AMG Line Premium MH	-	4S	9A	55225	25404	41	154	48.7	-	1993	261	20	406	-	155	6.3	1925	2100
D	E 400 d 4MATIC AMG Line Premium	-	4S	9A	63790	21689	44	176	42.2	-	2925	326	-	516	-	155	5.1	1845	2100
DE	E 300 de AMG Line Premium 🔌	414s	4S	9A	60475	28423	47	33	217.3	34.0	1950	192	121	295	325	149	5.9	2060	2100
PE	E 300 e AMG Line Premium 🔌	-	4S	9A	59225	22506	44	35	188.3	35.0	1991	208	121	258	325	155	5.8	1990	2100
D	E 220 d AMG Line Night Edition Prem Plus MH	-	4S	9A	53770	25272	38	140	57.7	-	1993	197	20	325	-	148	7.4	1830	2100
D	E 300 d 4MATIC AMG Line Night Ed Prem Plus	-	4S	9A	57725	26554	41	166	48.7	-	1993	261	20	406	-	155	6.3	1925	2100
D	E 400 d 4MATIC AMG Line Night Ed Prem Plus	-	4S	9A	66290	27842	44	188	42.2	-	2925	326	-	516	-	155	5.1	1845	2100
DE	E 300 de AMG Line Night Edition Prem Plus 🔌	414	4S	9A	62975	28969	47	38	217.3	34.0	1950	192	121	295	325	149	5.9	2060	2100
PE	E 300 e AMG Line Night Edition Prem Plus 🔌	-	4S	9A	61725	23456	44	40	188.3	35.0	1991	208	121	258	325	155	5.8	1990	2100
D	E 220 d AMG Line MH	-	5E	9A	51270	22046	38	133	55.4	-	1993	197	20	325	-	144	7.8	1925	2100
D	E 300 d 4MATIC AMG Line MH	-	5E	9A	55225	24851	41	156	47.1	-	1993	261	20	406	-	155	6.6	2010	2100
DE	E 300 de AMG Line 🔌	-	5E	9A	60475	28423	46	36	201.8	32.0	1950	192	121	295	325	146	6.0	2145	2100
D	E 220 d AMG Line Premium MH	-	5E	9A	53270	23972	38	136	55.4	-	1993	197	20	325	-	144	7.8	1925	2100
D	E 300 d 4MATIC AMG Line Premium MH	-	5E	9A	57225	25751	41	159	47.1	-	1993	261	20	406	-	155	6.6	2010	2100
D	E 400 d 4MATIC AMG Line Premium	-	5E	9A	65790	28290	44	181	40.9	-	2925	326	-	516	-	155	5.3	2015	2100
DE	E 300 de AMG Line Premium 🔌	-	5E	9A	62475	29363	46	36	201.8	32.0	1950	192	121	295	325	146	6.0	2145	2100
D	E 220 d AMG Line Night Ed Premium Plus MH	-	5E	9A	55770	25097	39	144	55.4	-	1993	197	20	325	-	144	7.8	1925	2100
D	E 300 d 4MATIC AMG Line Night Ed Prem Plus MH	-	5E	9A	59725	26279	41	169	47.1	-	1993	261	20	406	-	155	6.6	2010	2100
D	E 400 d 4MATIC AMG Line Night Ed Prem Plus	-	5E	9A	68765	27506	44	192	40.9	-	2925	326	-	516	-	155	5.3	2015	2100
DE	E 300 de AMG Line Night Edition Prem Plus 🔌	-	5E	9A	64975	30538	47	42	201.8	32.0	1950	192	121	295	325	146	6.0	2145	2100
D	E 220 d AMG Line Premium	-	2C	9A	51345	24132	36	143	47.9	-	1950	192	-	295	-	145	7.6	1800	1800
D	E 300 d 4MATIC AMG Line Premium MH	-	2C	9A	56290	25893	42	156	44.8	-	1951	261	20	406	-	155	6.4	1970	1800
D	E 220 d AMG Line Night Edition Premium Plus	-	2C	9A	54345	26086	36	155	47.9	-	1950	192	-	295	-	145	7.6	1800	1800
D	E 300 d 4MATIC AMG Line Night Ed Prem Plus MH	-	2C	9A	58935	27699	42	167	44.8	-	1951	261	20	406	-	155	6.4	1970	1800
D	E 400 d 4MATIC AMG Line Night Ed Prem Plus	-	2C	9A	67500	29700	44	188	39.2	-	2925	326	-	516	-	155	5.3	1890	1800
D	E 220 d AMG Line Premium	-	20	9A	56195	23602	40	152	45.6	-	1950	192	-	295	-	142	7.8	1870	1800
D	E 300 d 4MATIC AMG Line Premium MH	-	20	9A	60785	27353	45	161	42.8	-	1951	261	20	406	-	155	6.6	2045	1800
D	E 220 d AMG Line Night Edition Premium Plus	-	20	9A	57895	26053	41	162	45.6	-	1950	192	-	295	-	142	7.8	1870	1800
D	E 300 d 4MATIC AMG Line Night Ed Prem Plus MH	-	20	9A	62845	29537	45	172	42.8	-	1951	261	20	406	-	155	6.6	2045	1800
D	E 400 d 4MATIC AMG Line Night Ed Prem Plus	-	20	9A	71530	32904	47	193	38.2	-	2925	326	-	516	-	155	5.4	1960	1800

NEW CLS-CLASS

RATING ■■■■■■■■□□ 8/10

An uplift in technology and a straight-six diesel engine under the bonnet. No Shooting Brake this time though.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	CLS 400 d 4MATIC AMG Line Night Ed Prem Plus	-	4C	9A	75440	30930	50	188	39.2	-	2925	326	-	516	-	155	5.2	1925	1900

S-CLASS

RATING ■■■■■■■■■□ 9/10

It sets the standard for future technology, before it trickles down to the mundane. Is more finely crafted than ever before.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	S 350 d AMG Line	-	4S	9A	86165	40498	50	173	42.8	-	2925	282	-	443	-	155	6.4	2020	2100
D	S 350 d AMG Line Premium	-	4S	9A	92860	40858	50	177	42.8	-	2925	282	-	443	-	155	6.4	2020	2100
D	S 350 d L AMG Line Premium	430s	4S	9A	96860	43587	50	180	40.9	-	2925	282	-	443	-	155	6.4	2040	2100
D	S 400 d 4MATIC L AMG Line Premium	-	4S	9A	101360	49666	50	184	40.4	-	2925	326	-	516	-	155	5.4	2080	2100
PE	S 580 e L AMG Line Premium 🔌	-	4S	9A	111905	51476	50	16	403.6	68.0	2999	362	148	369	325	155	5.1	2440	0

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	S 350 d L AMG Line Premium Executive	430s	4S	9A	98555	46321	50	180	40.9	-	2925	282	-	443	-	155	6.4	2040	2100
D	S 400 d 4MATIC L AMG Line Prem Executive	-	4S	9A	103055	52558	50	184	40.4	-	2925	326	-	516	-	155	5.4	2080	2100
PE	S 580 e L AMG Line Premium Executive 🔌	-	4S	9A	113600	53392	50	16	403.6	68.0	2999	362	148	369	325	155	5.1	2440	0
D	S 350 d L AMG Line Premium Plus	430s	4S	9A	103555	44529	50	188	40.9	-	2925	282	-	443	-	155	6.4	2040	2100
D	S 400 d 4MATIC L AMG Line Premium Plus	-	4S	9A	108055	50786	50	190	40.4	-	2925	326	-	516	-	155	5.4	2080	2100
PE	S 580 e L AMG Line Premium Plus 🔌	-	4S	9A	116800	52560	50	16	403.6	68.0	2999	362	148	369	325	155	5.1	2440	0
D	S 350 d L AMG Line Premium Plus Executive	430	4S	9A	108050	46462	50	190	40.9	-	2925	282	-	443	-	155	6.4	2040	2100
D	S 400 d 4MATIC L AMG Line Prem Plus Exec	-	4S	9A	113025	51992	50	191	40.4	-	2925	326	-	516	-	155	5.4	2080	2100
PE	S 580 e L AMG Line Prem Plus Executive 🔌	-	4S	9A	121295	54583	50	16	403.6	68.0	2999	362	148	369	325	155	5.1	2440	0

BADGE ENGINEERING

TOYOTA C-HR AND IZOA

While Toyota's funkily styled medium SUV is called the C-HR in Europe and other parts of the world, for the Chinese market it is marketed as the Izoa, as part of a joint venture with FAW. It's available with a hybrid drivetrain like it is here, with the addition of a pure electric edition that isn't sold on this side of the world. It features a 201bhp electric motor with 221lb ft of torque and has a claimed range of 250 miles from its 54.3kWh battery pack. With a new C-HR due to be unveiled next year, it is expected to be offered with both Hybrid and EV drivetrains. Hints were given by the bZ Compact Concept, unveiled at the recent LA Auto show.

EQA

RATING ■■■■■■■■□□ 8/10

All-electric version of the pumped up GLA. Posh interior, pretty roomy and great to drive. It's pricey, though.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	EQA 250+ Sport 🔌	-	5H	1A	50510	32832	37	0	-	328.0	-	-	188	-	284	99	8.6	2045	750
E	EQA 250+ AMG Line 🔌	-	5H	1A	52010	33807	38	0	-	324.0	-	-	188	-	284	99	8.6	2045	750
E	EQA 300 4MATIC AMG Line 🔌	-	5H	1A	53010	33396	42	0	-	268.0	-	-	225	-	288	99	7.7	2105	1800
E	EQA 350 4MATIC AMG Line 🔌	-	5H	1A	54510	33796	44	0	-	268.0	-	-	288	-	384	99	6.0	2105	1800
E	EQA 250+ AMG Line Premium 🔌	-	5H	1A	55010	35206	38	0	-	313.0	-	-	188	-	284	99	8.6	2045	750
E	EQA 300 4MATIC AMG Line Premium 🔌	-	5H	1A	56010	34166	42	0	-	260.0	-	-	225	-	288	99	7.7	2105	1800
E	EQA 350 4MATIC AMG Line Premium 🔌	-	5H	1A	57510	34506	45	0	-	260.0	-	-	288	-	384	99	6.0	2105	1800
E	EQA 250+ AMG Line Premium Plus 🔌	-	5H	1A	58010	37126	tba	0	-	311.0	-	-	188	-	284	99	8.6	2045	750
E	EQA 300 4MATIC AMG Line Premium Plus 🔌	-	5H	1A	59010	35996	tba	0	-	259.0	-	-	225	-	288	99	7.7	2105	1800
E	EQA 350 4MATIC AMG Line Premium Plus 🔌	-	5H	1A	60510	36306	tba	0	-	259.0	-	-	288	-	384	99	6.0	2105	1800

EQB

RATING COMING SOON

The GLB gets electrified with a roomy cabin, chunky looks, and a long list of equipment. It looks like a winner!

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	EQB 300 4MATIC AMG Line 🔌	-	5H	1A	55310	27102	46	0	-	253.0	-	-	225	-	288	99	8.0	2175	1800
E	EQB 350 4MATIC AMG Line 🔌	-	5H	1A	56810	27837	47	0	-	253.0	-	-	288	-	384	99	6.2	2175	1800
E	EQB 300 4MATIC AMG Line Premium 🔌	-	5H	1A	58310	27406	46	0	-	246.0	-	-	225	-	288	99	8.0	2175	1800
E	EQB 350 4MATIC AMG Line Premium 🔌	-	5H	1A	59810	28111	47	0	-	246.0	-	-	288	-	384	99	6.2	2175	1800
E	EQB 300 4MATIC AMG Line Premium Plus 🔌	-	5H	1A	61310	28816	tba	0	-	242.0	-	-	225	-	288	99	8.0	2175	1800
E	EQB 350 4MATIC AMG Line Premium Plus 🔌	-	5H	1A	62810	29521	tba	0	-	242.0	-	-	288	-	384	99	6.2	2175	1800

EQC

RATING ■■■■■■■■□□ 8/10

More than purely an electric GLC, it looks different, has an efficient drivetrain installed and a modified interior.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	EQC 400 4MATIC Sport 🔌	398s	5H	1A	72335	36891	50	0	-	255.0	-	-	402	-	561	112	5.1	2495	1800
E	EQC 400 4MATIC AMG Line 🔌	398s	5H	1A	74330	39395	50	0	-	245.0	-	-	402	-	561	112	5.1	2495	1800
E	EQC 400 4MATIC AMG Line Premium 🔌	398s	5H	1A	78975	40277	50	0	-	245.0	-	-	402	-	561	112	5.1	2495	1800
E	EQC 400 4MATIC AMG Line Premium Plus 🔌	398	5H	1A	81225	42237	50	0	-	244.0	-	-	402	-	561	112	5.1	2495	1800

EQE

RATING COMING SOON

It's an E-Class, but not as we know it, with pure electric power and a swoopy front and rear. We've yet to test it.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	EQE 300 AMG Line 🔌	-	4S	1A	74345	41633	50	0	-	388.0	-	-	241	-	406	130	7.3	2355	tba
E	EQE 300 AMG Line Premium 🔌	-	4S	1A	79345	42053	50	0	-	377.0	-	-	241	-	406	130	7.3	2355	tba
E	EQE 300 AMG Line Premium Plus 🔌	-	4S	1A	86345	43173	50	0	-	349.0	-	-	241	-	406	130	7.3	2355	tba
E	EQE 300 Exclusive Luxury 🔌	-	4S	1A	86345	43173	50	0	-	356.0	-	-	241	-	406	130	7.3	2355	tba
E	EQE 350 AMG Line 🔌	-	4S	1A	77345	43313	50	0	-	388.0	-	-	288	-	417	130	6.4	2355	tba
E	EQE 350 AMG Line Premium 🔌	-	4S	1A	82345	43643	50	0	-	377.0	-	-	288	-	417	130	6.4	2355	tba
E	EQE 350 AMG Line Premium Plus 🔌	-	4S	1A	89345	44673	50	0	-	349.0	-	-	288	-	417	130	6.4	2355	tba
E	EQE 350 Exclusive Luxury 🔌	-	4S	1A	89345	44673	50	0	-	356.0	-	-	288	-	417	130	6.4	2355	tba
E	EQE 53 AMG 4MATIC+ Night Edition 🔌	-	4S	1A	114750	57375	50	0	-	291.0	-	-	617	-	701	137	3.5	2525	tba
E	EQE 53 AMG 4MATIC+ Touring 🔌	-	4S	1A	114750	57375	50	0	-	290.0	-	-	617	-	701	137	3.5	2525	tba

EQS

RATING ■■■■■■■■■□ 9/10

Pure electric power hit the S-Class sector, with superfluous performance,a luxurious interior and excellent range.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	EQS 450+ AMG Line 🔌	430s	5H	1A	105610	51749	50	0	-	453.0	-	-	329	-	419	130	6.2	2480	750
E	EQS 450+ AMG Line Premium 🔌	430s	5H	1A	112610	55179	50	0	-	443.0	-	-	329	-	419	130	6.2	2480	750
E	EQS 450+ AMG Line Premium Plus 🔌	430	5H	1A	119610	58609	50	0	-	439.0	-	-	329	-	419	130	6.2	2480	750
E	EQS 450+ Luxury 🔌	430s	5H	1A	112610	55179	50	0	-	412.0	-	-	329	-	419	130	6.2	2480	750
E	EQS 450+ Exclusive Luxury 🔌	430s	5H	1A	119610	58609	50	0	-	407.0	-	-	329	-	419	130	6.2	2480	750
E	EQS 53 AMG 4MATIC+ Night Edition 🔌	-	5H	1A	161860	79311	50	0	-	358.0	-	-	649	-	701	155	3.8	2655	750
E	EQS 53 AMG 4MATIC+ Touring 🔌	-	5H	1A	161860	79311	50	0	-	358.0	-	-	649	-	701	155	3.8	2655	750

EQS SUV

RATING COMING SOON

The flagship of the EQ line-up is huge, with seven seats and a range of more than 350 miles.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	EQS 450 4MATIC AMG Line Premium Plus 🔌	-	5H	1A	129170	63293	tba	0	-	365.0	-	-	355	-	590	130	6.0	2805	tba
E	EQS 580 4MATIC AMG Line Premium Plus 🔌	-	5H	1A	139170	68193	tba	0	-	364.0	-	-	536	-	633	130	4.6	2810	tba
E	EQS 450 4MATIC Business Class 🔌	-	5H	1A	143495	70313	tba	0	-	362.0	-	-	355	-	590	130	6.0	2805	tba
E	EQS 580 4MATIC Business Class 🔌	-	5H	1A	153495	75213	tba	0	-	362.0	-	-	536	-	633	130	4.6	2810	tba

EQV

RATING COMING SOON

More than purely an electric GLC, it looks different, has an efficient drivetrain installed and a modified interior.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	EQV 300 Sport 🔌	-	5M	1A	78850	41002	44	0	-	213.0	-	-	201	-	270	98	12.1	2635	0
E	EQV 300 Sport Premium 🔌	-	5M	1A	81340	42297	44	0	-	211.0	-	-	201	-	270	98	12.1	2635	0
E	EQV 300 Sport Premium Plus 🔌	-	5M	1A	86075	43038	45	0	-	211.0	-	-	201	-	270	98	12.1	2635	0

GLA-CLASS

RATING ■■■■■■■■■□ 9/10

New GLA is the eighth car on the compact car platform. Its taller, but shorter than before, with added space.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	GLA 200 d Sport Executive	-	5H	8A	38390	21115	27	140	53.3	-	1950	148	-	236	-	129	8.6	1615	1800
PE	GLA 250 e AMG Line Executive 🔌	-	5H	8A	43385	30803	37	31	201.8	39.0	1332	158	101	184	221	137	7.1	1775	1800
D	GLA 200 d AMG Line Executive	-	5H	8A	40290	22562	27	142	53.3	-	1950	148	-	236	-	129	8.6	1615	1800
D	GLA 220 d 4MATIC AMG Line Executive	406s	5H	8A	43440	25195	32	149	49.6	-	1950	188	-	295	-	136	7.3	1670	2000
PE	GLA 250 e AMG Line Premium 🔌	-	5H	8A	44885	31868	37	31	201.8	39.0	1332	158	101	184	221	137	7.1	1775	1800
D	GLA 200 d AMG Line Premium	-	5H	8A	41390	23178	28	142	53.3	-	1950	148	-	236	-	129	8.6	1615	1800
D	GLA 220 d 4MATIC AMG Line Premium	406	5H	8A	44540	25833	32	149	49.6	-	1950	188	-	295	-	136	7.3	1670	2000
PE	GLA 250 e AMG Line Prem Plus Night Ed 🔌	-	5H	8A	46385	32006	37	35	201.8	39.0	1332	158	101	184	221	137	7.1	1775	1800
D	GLA 200 d AMG Line Prem Plus Night Edition	-	5H	8A	43790	22333	28	148	53.3	-	1950	148	-	236	-	129	8.6	1615	1800
D	GLA 220 d 4MATIC AMG Line Prem Plus Night Ed	406s	5H	8A	47295	25066	33	157	49.6	-	1950	188	-	295	-	136	7.3	1670	2000

GLB-CLASS

RATING ■■■■■■■■□□ 8/10

Chunky SUV for families, with seven-seats. It's based on the A-Class, and will sell like hotcakes.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	GLB 200 d AMG Line Executive	-	5H	8A	40510	19445	26	149	50.4	-	1950	148	-	236	-	127	9.0	1680	1800
D	GLB 220 d 4MATIC AMG Line Executive	405s	5H	8A	44015	21127	31	156	47.9	-	1950	188	-	295	-	135	7.6	1735	2000
D	GLB 200 d AMG Line Premium	-	5H	8A	42510	19980	26	149	50.4	-	1950	148	-	236	-	127	9.0	1680	1800
D	GLB 220 d 4MATIC AMG Line Premium	405	5H	8A	46015	21627	32	156	47.9	-	1950	188	-	295	-	135	7.6	1735	2000
D	GLB 200 d AMG Line Premium Plus Night Edition	-	5H	8A	45265	20369	27	156	50.4	-	1950	148	-	236	-	127	9.0	1680	1800
D	GLB 220 d 4MATIC AMG Line Prem Plus Night Ed	405s	5H	8A	48415	21787	32	165	47.9	-	1950	188	-	295	-	135	7.6	1735	2000

NEW GLC-CLASS

RATING COMING SOON

Efficiency gains are paired with the same gorgeous interior as in the C-Class, mixed with an uplift in technology.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	GLC 220 d 4MATIC AMG Line	-	5H	9A	51855	25409	tba	141	52.3	-	1993	194	-	325	-	136	8.0	2000	2550
PE	GLC 300 e 4MATIC AMG Line 🔌	-	5H	9A	62210	33593	tba	12	36.2	80.0	1999	201	134	236	325	135	6.7	2355	2000
D	GLC 220 d 4MATIC AMG Line Premium	-	5H	9A	56855	27290	tba	141	52.3	-	1993	194	-	325	-	136	8.0	2000	2550
D	GLC 300 d 4MATIC AMG Line Premium	-	5H	9A	60395	30801	tba	150	51.4	-	1993	266	-	406	-	151	6.3	2025	2500
PE	GLC 300 e 4MATIC AMG Line Premium 🔌	-	5H	9A	67210	36293	tba	12	36.2	80.0	1999	201	134	236	325	135	6.7	2355	2000
D	GLC 220 d 4MATIC AMG Line Premium Plus	-	5H	9A	61855	27835	tba	143	52.3	-	1993	194	-	325	-	136	8.0	2000	2550
D	GLC 300 d 4MATIC AMG Line Premium Plus	-	5H	9A	65750	31560	tba	152	51.4	-	1993	266	-	406	-	151	6.3	2025	2500
PE	GLC 300 e 4MATIC AMG Line Premium Plus 🔌	-	5H	9A	73210	36605	tba	12	36.2	80.0	1999	201	134	236	325	135	6.7	2355	2000

GLE-CLASS

RATING ■■■■■■■■□□ 8/10

Challenger to the X5 now available with 5- or 7-seats. Roomier, more high tech and with extra space.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	GLE 300 d 4MATIC AMG Line (5-seats) MH	-	5H	9A	69660	34133	47	179	44.8	-	1993	268	20	406	-	143	6.8	2280	3500
DE	GLE 350 de 4MATIC AMG Line (5-seats) 🔌	-	5H	9A	72470	40583	47	20	353.1	58.0	1950	192	134	295	325	140	6.9	2655	3500
D	GLE 400 d 4MATIC AMG Line (7-seats)	-	5H	9A	73100	37281	48	206	35.8	-	2925	326	-	516	-	152	5.7	2280	3500
D	GLE 300 d 4MATIC AMG Line Premium (5) MH	-	5H	9A	73160	34385	47	185	44.8	-	1993	268	20	406	-	143	6.8	2280	3500
DE	GLE 350 de 4MATIC AMG Line Premium (5) 🔌	-	5H	9A	75970	42543	48	23	353.1	58.0	1950	192	134	295	325	140	6.9	2655	3500
D	GLE 400 d 4MATIC AMG Line Premium (5)	-	5H	9A	76600	37534	48	219	35.8	-	2925	326	-	516	-	152	5.7	2280	3500
D	GLE 300 d 4MATIC AMG Line Prem Plus (5) MH	-	5H	9A	77460	35632	48	186	44.8	-	1993	268	20	406	-	143	6.8	2280	3500
DE	GLE 350 de 4MATIC AMG Line Prem Plus (5) 🔌	-	5H	9A	80270	43346	48	23	353.1	58.0	1950	192	134	295	325	140	6.9	2655	3500
D	GLE 400 d 4MATIC AMG Line Premium Plus (7)	-	5H	9A	80900	38832	48	220	35.8	-	2925	326	-	516	-	152	5.7	2280	3500
DE	GLE 350 de 4MATIC AMG Line Premium Plus 🔌	-	5C	9A	78330	36815	49	21	313.9	54.0	1950	192	134	295	325	130	6.9	2690	2700
D	GLE 400 d 4MATIC AMG Line Premium Plus	-	5C	9A	79515	40553	49	205	34.0	-	2925	326	-	516	-	149	5.7	2310	2700

GLS-CLASS

RATING ■■■■■■■■□□ 8/10

It's a brute of a vehicle, crowning Merc's wide range of SUVs. It's bigger, brasher and better equipped.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	GLS 400 d 4MATIC Night Edition	-	5H	9A	88500	50445	48	229	32.1	-	2925	326	-	516	-	148	6.3	2505	3500
D	GLS 400 d 4MATIC Night Edition Executive	-	5H	9A	96750	54180	49	230	32.1	-	2925	326	-	516	-	148	6.3	2505	3500

G-CLASS

RATING ■■■■■■■□□□ 7/10

Monstrously expensive, but also a monstrous package. Despite looking similar to before, it's been totally re-engineered.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	G 400 d 4MATIC AMG Line Premium Plus	-	5H	9A	131095	97010	50	289	25.7	-	2925	326	-	516	-	130	6.4	2508	3500

V-CLASS

RATING COMING SOON

Most often seen transporting VIPs or as a posh hotel shuttle, it's refined and upper crust with a price tag to match.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	V 220 d Sport Long	-	5M	9A	65575	43935	37	201	37.2	-	1950	161	-	280	-	121	11.1	2152	2000
D	V 220 d AMG Line Long	-	5M	9A	67575	45951	37	201	37.2	-	1950	161	-	280	-	121	11.1	2152	2000
D	V 300 d AMG Line Long	-	5M	9A	72025	48977	40	205	36.2	-	1950	233	-	369	-	137	7.9	2150	2000
D	V 220 d Sport Extra Long	-	5M	9A	64075	46775	35	199	37.2	-	1950	161	-	280	-	121	11.2	2177	2000
D	V 220 d AMG Line Extra Long	-	5M	9A	66075	48896	37	199	37.2	-	1950	161	-	280	-	121	11.2	2177	2000
D	V 300 d AMG Line Extra Long	-	5M	9A	70525	52189	40	205	36.2	-	1950	233	-	369	-	137	7.9	2175	2000

VITO

RATING COMING SOON

It's the commercial version of the V-Class, but with all of the same attributes. Nothing says posh than the three-pointed star.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Tourer Pro 114 CDI RWD L1	-	5M	9A	42462	27176	tba	186	39.8	-	1749	134	-	243	-	tba	tba	2187	tba
D	Tourer Pro 114 CDI RWD L2	-	5M	9A	43020	27533	tba	188	39.2	-	1749	134	-	243	-	tba	tba	2239	tba
D	Tourer Pro 114 CDI RWD L3	-	5M	9A	43746	27560	tba	188	39.2	-	1749	134	-	243	-	tba	tba	2264	tba
D	Tourer Select 114 CDI RWD L1	-	5M	9A	46524	27914	tba	190	38.7	-	1749	134	-	243	-	tba	tba	2304	tba
D	Tourer Select 116 CDI RWD L1	-	5M	9A	48162	28416	tba	190	38.7	-	1950	161	-	280	-	tba	tba	2304	tba
D	Tourer Select 119 CDI RWD L1	-	5M	9A	51180	28149	tba	200	37.2	-	1950	188	-	325	-	tba	tba	2294	tba
D	Tourer Select 114 CDI RWD L2	-	5M	9A	47070	28242	tba	192	38.7	-	1749	134	-	243	-	tba	tba	2356	tba
D	Tourer Select 116 CDI RWD L2	-	5M	9A	48714	28741	tba	192	38.7	-	1950	161	-	280	-	tba	tba	2356	tba
D	Tourer Select 119 CDI RWD L2	-	5M	9A	51732	28453	tba	202	36.7	-	1950	188	-	325	-	tba	tba	2346	tba
D	Tourer Select 114 CDI RWD L3	-	5M	9A	47808	28685	tba	193	38.2	-	1749	134	-	243	-	tba	tba	2381	tba
D	Tourer Select 116 CDI RWD L3	-	5M	9A	49440	28675	tba	193	38.2	-	1950	161	-	280	-	tba	tba	2381	tba
D	Tourer Select 119 CDI RWD L3	-	5M	9A	52464	28331	tba	203	36.7	-	1950	188	-	325	-	tba	tba	2371	tba
E	e-Vito Tourer L2 Pro 🔌	-	5M	1A	68352	15721	tba	0	-	221.0	-	-	201	-	267	87	tba	2759	tba
E	e-Vito Tourer L2 Premium 🔌	-	5M	1A	75048	18762	tba	0	-	218.0	-	-	201	-	267	87	tba	2835	tba
E	e-Vito Tourer L3 Premium 🔌	-	5M	1A	75846	18962	tba	0	-	217.0	-	-	201	-	267	87	tba	2860	tba

MG

UK dealers: 153 Warranty: 7 years/80,000 miles Maintenance: 15,000 miles

4

RATING ■■■■■■■■■□ 9/10

MG continues its EV march with the new 4, set to take on the Leaf. It looks good, is priced well and deserves to succeed.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	EV SE Standard Range	-	5H	1A	25995	14037	27	0	-	218.0	-	-	168	-	184	100	7.7	1655	500
E	EV SE Long Range	431s	5H	1A	28495	15387	28	0	-	281.0	-	-	201	-	184	100	7.9	1685	500
E	EV Trophy Long Range	431	5H	1A	31495	16377	29	0	-	270.0	-	-	201	-	184	100	7.9	1685	500

NEW 5

RATING COMING SOON

First electric estate car on the market, which is ideal for the taxi market. Facelift brings more attractive styling.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	EV SE Long Range	-	5E	1A	30995	16737	tba	0	-	tba	-	-	tba	-	tba	tba	tba	1562	500
E	EV Trophy Long Range	-	5E	1A	33495	17417	tba	0	-	tba	-	-	tba	-	tba	tba	tba	1562	500

ZS

RATING ■■■■■■■■□□ 8/10

A unique nose treatment picks the EV out from the ICE variant. Great value, roomy and now a longer range.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	EV SE Standard Range	-	5H	1A	29495	17402	27	0	-	198.0	-	-	174	-	207	108	8.2	1670	500
E	EV Trophy Standard Range	-	5H	1A	31995	18557	28	0	-	198.0	-	-	174	-	207	108	8.2	1610	500
E	EV SE Long Range	431s	5H	1A	31995	19517	28	0	-	273.0	-	-	154	-	207	108	8.4	1620	500
E	EV Trophy Long Range	431	5H	1A	34495	20697	28	0	-	273.0	-	-	154	-	207	108	8.4	1620	500

HS

RATING ■■■■■■■■□□ 8/10

MG's second attack on the electrified SUV market, with a well-priced offering that looks smart and is well kitted out.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	PHEV 1.5 T-GDI Excite	409s	5H	10A	31095	14615	27	43	155.8	32.0	1490	160	121	184	170	118	7.1	1737	1500
PE	PHEV 1.5 T-GDI Exclusive	409	5H	10A	33595	15790	28	43	155.8	32.0	1490	160	121	184	170	118	7.1	1775	1500

MINI

UK dealers: 130 Warranty: 3 years/Unlimited miles Maintenance: Variable schedule

HATCH

RATING ■■■■■■■■□□ 8/10

The original small car now comes with Electric power, in addition to petrol. It's cheeky, it's fun and affordable.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Electric Level 1	418	3H	1A	29000	20010	22	0	-	145.0	-	-	181	-	199	93	7.3	1440	0
E	Electric Level 2	418s	3H	1A	31000	21390	22	0	-	143.0	-	-	181	-	199	93	7.3	1440	0
E	Electric Level 3	418s	3H	1A	34500	22080	23	0	-	141.0	-	-	181	-	199	93	7.3	1440	0
E	Electric Multitone Edition	418s	3H	1A	33200	21248	21	0	-	tba	-	-	181	-	199	93	7.3	1440	0
E	Electric Resolute Edition	418s	3H	1A	35050	22432	22	0	-	142.0	-	-	181	-	199	93	7.3	1440	0
P	Cooper Classic	-	3H	6A	22565	12636	20	125	51.4	-	1499	134	-	162	-	130	8.1	1250	tba

COUNTRYMAN

RATING ■■■■■■■■■□ 9/10

Even bigger and bolder than before, and with a price hike. Is it worth it? You bet it is, it's a hugely competent car.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Cooper S E ALL4 PHEV Classic	-	5H	6A	36600	23424	26	41	156.9	32.0	1499	123	94	162	122	122	6.8	1790	0
PE	Cooper S E ALL4 PHEV Exclusive	-	5H	6A	39200	24304	26	41	156.9	32.0	1499	123	94	162	122	122	6.8	1790	0
PE	Cooper S E ALL4 PHEV Untamed Edition	-	5H	6A	40850	24919	26	41	156.9	32.0	1499	123	94	162	122	122	6.8	1790	0

NISSAN

UK dealers: 165 Warranty: 3 years/60,000 miles Maintenance: 12,500 miles

LONG TERM TEST

LEAF

RATING ■■■■■■■□□□ 7/10

The second generation Leaf is easy to live with, reliable, and costs pennies to run, but is outmoded by rivals.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Acenta	375s	5H	1A	28995	14787	21	0	-	168.0	-	-	148	-	236	90	7.9	1518	0
E	N-Connecta	375s	5H	1A	30495	15248	21	0	-	168.0	-	-	148	-	236	90	7.9	1540	0
E	Tekna	375	5H	1A	31995	16317	21	0	-	168.0	-	-	148	-	236	90	7.9	1541	0
E	e+ N-Connecta	391s	5H	1A	34945	18521	25	0	-	239.0	-	-	215	-	251	98	6.9	1700	0
E	e+ Tekna	391	5H	1A	36445	19680	26	0	-	239.0	-	-	215	-	251	98	6.9	1701	0

JUKE

RATING ■■■■■■■■□□ 8/10

Self-charging hybrid versions join the fold as a replacement for the diesel editions in the outgoing car.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	N-Connecta Hybrid	428s	5H	6A	27525	13763	14	115	55.4	-	1598	93	48	109	151	103	10.1	1327	750
PE	Tekna Hybrid	428s	5H	6A	29025	14513	14	115	55.4	-	1598	93	48	109	151	103	10.1	1336	750
PE	Tekna+ Hybrid	428s	5H	6A	30425	15213	15	114	56.5	-	1598	93	48	109	151	103	10.1	1333	750

QASHQAI

RATING ■■■■■■■■■□ 9/10

The original SUV that kickstarted the trend. No longer sold as a diesel, but e-Power Hybrid is an interesting alternative.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Acenta Premium e-Power 2WD	-	5H	1A	32950	16475	24	119	53.3	-	1497	154	188	184	243	105	7.9	1612	750
PE	N-Connecta e-Power 2WD	-	5H	1A	35120	17560	25	120	53.3	-	1497	154	188	184	243	105	7.9	1612	750
PE	Tekna e-Power 2WD	-	5H	1A	38140	19070	26	120	53.3	-	1497	154	188	184	243	105	7.9	1612	750
PE	Tekna+ e-Power 2WD	-	5H	1A	40980	20490	26	122	52.3	-	1497	154	188	184	243	105	7.9	1612	750

ARIYA

RATING ■■■■■■■■□□ 8/10

Nissan hopes to take the SUV market by storm, like it did the Leaf segment, with a pleasing, great looking SUV.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Advance	-	5H	1A	46145	23534	30	0	-	250.0	-	-	215	-	221	100	7.5	tba	750
E	Advance	-	5H	1A	51895	26985	34	0	-	329.0	-	-	239	-	221	100	7.6	tba	750
E	Advance e-4orce	-	5H	1A	54595	27843	41	0	-	310.0	-	-	302	-	443	124	5.7	tba	1500
E	Evolve	-	5H	1A	50140	24569	31	0	-	247.0	-	-	215	-	221	100	7.5	tba	750
E	Evolve	-	5H	1A	55890	27945	34	0	-	322.0	-	-	239	-	221	100	7.6	tba	750
E	Evolve e-4orce	-	5H	1A	58590	29295	41	0	-	285.0	-	-	302	-	443	124	5.7	tba	1500

NEW X-TRAIL

RATING ■■■■■■■■□□ 8/10

Takes the latest drivetrain from the Qashqai and mixes it with a roomy 5- and 7-seater and even features 4WD.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Acenta Premium ePower 2WD (5-seat)	-	5H	1A	36140	18070	24	132	48.7	-	1497	-	201	-	243	105	8.0	1729	670
PE	Acenta Premium ePower e-4orce (5-seat)	-	5H	1A	38340	19170	28	143	44.8	-	1497	-	209	-	387	111	7.0	1833	1800
PE	Acenta Premium ePower e-4orce (7-seat)	-	5H	1A	39340	19670	29	146	44.1	-	1497	-	209	-	387	111	7.2	1886	1650
PE	N-Connecta ePower 2WD (5-seat)	-	5H	1A	38965	19483	25	132	48.7	-	1497	-	201	-	243	105	8.0	1729	670
PE	N-Connecta ePower e-4orce (5-seat)	-	5H	1A	41165	20583	29	143	44.8	-	1497	-	209	-	387	111	7.0	1833	1800
PE	N-Connecta ePower e-4orce (7-seat)	-	5H	1A	42165	21083	30	146	44.1	-	1497	-	209	-	387	111	7.2	1886	1650
PE	Tekna ePower 2WD (5-seat)	-	5H	1A	42285	21143	26	135	47.1	-	1497	-	201	-	243	105	8.0	1729	670
PE	Tekna ePower e-4orce (5-seat)	-	5H	1A	44485	22243	31	146	43.5	-	1497	-	209	-	387	111	7.0	1833	1800
PE	Tekna ePower e-4orce (7-seat)	-	5H	1A	45485	22743	31	148	42.8	-	1497	-	209	-	387	111	7.2	1886	1650
PE	Tekna+ ePower 2WD (5-seat)	-	5H	1A	44955	22478	27	141	45.6	-	1497	-	201	-	243	105	8.0	1729	670
PE	Tekna+ ePower e-4orce (5-seat)	-	5H	1A	47155	23578	31	150	42.8	-	1497	-	209	-	387	111	7.0	1833	1800
PE	Tekna+ ePower e-4orce (7-seat)	-	5H	1A	48155	24078	31	152	42.2	-	1497	-	209	-	387	111	7.2	1886	1650

PEUGEOT

UK dealers: 179 **Warranty:** 3 years/60,000 miles

Maintenance: 12,500 (208 & 2008 PureTech) 8,000 miles then 16,000 miles (e-208/e-2008/e-Rifter/e-Traveller) 18,500 miles (3008, 308 & 508 Hybrid) 20,000 miles (208, 308, 308 PHEV, 3008, 508, 5008 diesel)

208

RATING ■■■■■■■■□□ 8/10

Sharp looking follow-up to the first 208 that's roomier, better to drive, more generously equipped and safer.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	Active Premium + 1.2 PureTech 75	-	5H	5M	20340	10170	12	119	55.6	-	1199	74	-	87	-	106	14.9	980	500
P	Active Premium + 1.2 PureTech 100	404s	5H	6M	21440	10506	19	115	58.2	-	1199	101	-	151	-	117	9.9	1090	1200
P	Active Premium + 1.2 PureTech 100	-	5H	8A	22870	11206	19	121	55.1	-	1199	101	-	151	-	117	10.8	1090	1200
E	Active Premium + Electric 136	-	5H	1A	31345	15359	26	0	-	224.0	-	-	134	-	192	93	8.1	1455	0
P	Allure Premium + 1.2 PureTech 100	404s	5H	6M	22740	11370	19	116	58.2	-	1199	101	-	151	-	117	9.9	1090	1200
P	Allure Premium + 1.2 PureTech 100	-	5H	8A	24170	12085	19	122	55.1	-	1199	101	-	151	-	117	10.8	1090	1200
P	Allure Premium + 1.2 PureTech 130	-	5H	8A	25340	13177	24	121	54.8	-	1199	129	-	170	-	129	8.7	1158	1200
D	Allure Premium + BlueHDi 100	399s	5H	6M	24330	12652	21	107	73.6	-	1499	101	-	184	-	117	10.2	1090	1200
E	Allure Premium + Electric 136	-	5H	1A	32645	16649	27	0	-	224.0	-	-	134	-	192	93	8.1	1455	0
P	GT 1.2 PureTech 100	404s	5H	6M	24690	12345	20	117	58.2	-	1199	101	-	151	-	117	9.9	1090	1200
P	GT 1.2 PureTech 100	-	5H	8A	26120	13060	20	123	55.1	-	1199	101	-	151	-	117	10.8	1090	1200
P	GT 1.2 PureTech 130	-	5H	8A	27290	14191	25	122	54.8	-	1199	129	-	170	-	129	8.7	1158	1200
D	GT BlueHDi 100	399s	5H	6M	26280	13403	22	108	73.6	-	1499	101	-	184	-	117	10.2	1090	1200
E	GT Electric 136	-	5H	1A	34595	18681	28	0	-	224.0	-	-	134	-	192	93	8.1	1455	0

LONG TERM TEST

2008

RATING ■■■■■■■■■□ 9/10

Adopts Peugeot's latest corporate look, in addition to a suite of changes. It's good to drive and economical, too.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	Active Premium + 1.2 PureTech 100	-	5H	6M	24295	14334	15	123	52.6	-	1199	99	-	151	-	115	11.0	1188	1200
E	Active Premium + Electric 136	432s	5H	1A	35150	18630	26	0	-	212.0	-	-	134	-	192	93	9.9	1548	0
P	Allure Premium + 1.2 PureTech 100	-	5H	6M	25895	15796	14	124	52.6	-	1199	99	-	151	-	115	11.0	1188	1200
E	Allure Premium + Electric 136	432	5H	1A	36750	19845	26	0	-	212.0	-	-	134	-	192	93	9.9	1548	0
P	GT 1.2 PureTech 130	-	5H	6M	29445	18550	19	125	52.6	-	1199	129	-	170	-	122	9.7	1192	1200
E	GT Electric 136	432s	5H	1A	39100	21505	26	0	-	212.0	-	-	134	-	192	93	9.9	1548	0

NEW 308

RATING ■■■■■■■■□□ 8/10

One of the most striking cars in the segment, it's larger and more advanced, with diesel and PHEV drivetrains.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Active Premium 1.5 BlueHDi 130	428s	5H	8A	28420	11652	19	117	65.3	-	1499	129	-	221	-	129	10.6	1361	1550
D	Allure 1.5 BlueHDi 130	428s	5H	8A	30270	12713	19	119	65.3	-	1499	129	-	221	-	129	10.6	1361	1550
PE	Allure Hybrid 180	-	5H	8A	35420	15231	26	25	281.1	44.0	1598	148	109	184	236	139	7.6	1603	1500
D	Allure Premium 1.5 BlueHDi 130	428	5H	8A	31170	13091	20	119	65.3	-	1499	129	-	221	-	129	10.6	1361	1550
PE	Allure Premium Hybrid 180	-	5H	8A	36320	15981	26	25	281.1	44.0	1598	148	109	184	236	139	7.6	1603	1500
D	GT 1.5 BlueHDi 130	428s	5H	8A	33070	13889	21	121	65.3	-	1499	129	-	221	-	129	10.6	1361	1550
PE	GT Hybrid 180	-	5H	8A	38220	16817	28	25	281.1	44.0	1598	148	109	184	236	139	7.6	1603	1500
PE	GT Hybrid 225	-	5H	8A	39620	17037	29	26	266.2	40.0	1598	177	109	184	236	146	7.5	1633	1500
D	SW Active Premium 1.5 BlueHDi 130	-	5E	8A	29620	12440	19	118	65.3	-	1499	129	-	221	-	129	10.9	1400	1500
D	SW Allure 1.5 BlueHDi 130	-	5E	8A	31470	13217	19	121	65.3	-	1499	129	-	221	-	129	10.9	1400	1500
PE	SW Allure Hybrid 180	-	5E	8A	36620	16113	28	25	281.1	44.0	1598	148	109	184	236	139	7.7	1659	1450
D	SW Allure Premium 1.5 BlueHDi 130	-	5E	8A	32370	13595	19	121	65.3	-	1499	129	-	221	-	129	10.9	1400	1500
PE	SW Allure Premium Hybrid 180	-	5E	8A	37520	16509	28	25	281.1	44.0	1598	148	109	184	236	139	7.7	1659	1450
D	SW GT 1.5 BlueHDi 130	-	5E	8A	34270	14393	20	121	65.3	-	1499	129	-	221	-	129	10.9	1400	1500
PE	SW GT Hybrid 180	-	5E	8A	39420	17345	29	25	281.1	44.0	1598	148	109	184	236	139	7.7	1659	1450
PE	SW GT Hybrid 225	-	5E	8A	40820	17553	30	26	266.2	40.0	1598	177	109	184	236	146	7.6	1687	1450

3008

RATING ■■■■■■■■■□ 9/10

The latest 3008 is better than ever, thanks to extra technology, and is still one of the best medium SUVs in its class.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Active Premium + 1.5 BlueHDi 130	-	5H	8A	34555	13131	22	136	57.8	-	1499	129	-	221	-	117	11.5	1429	1300
PE	Active Premium + Hybrid 225	411s	5H	8A	39730	19070	30	31	222.3	39.0	1598	178	109	221	236	140	8.9	1760	1250
D	Allure Premium + 1.5 BlueHDi 130	-	5H	8A	36925	13662	22	136	57.8	-	1499	129	-	221	-	117	11.5	1429	1300
PE	Allure Premium + Hybrid 225	411s	5H	8A	41230	19378	30	31	222.3	39.0	1598	178	109	221	236	140	8.9	1760	1250
PE	Allure Premium + Hybrid4 300	-	5H	8A	46230	20341	38	29	235.4	39.0	1598	197	220	221	236	149	6.1	1840	1250
D	GT 1.5 BlueHDi 130	-	5H	8A	38725	14328	22	136	57.8	-	1499	129	-	221	-	117	11.5	1429	1300
PE	GT Hybrid 225	411s	5H	8A	43030	20654	30	31	222.3	39.0	1598	178	109	221	236	140	8.9	1760	1250
PE	GT Hybrid4 300	-	5H	8A	48030	21614	38	30	235.4	40.0	1598	197	220	221	236	149	6.1	1840	1250

408

RATING COMING SOON

Panders to the current trend for elevated SUVesque styling cues with a distinctive, eye-catching design.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Allure Hybrid 180	-	5H	8A	38400	18432	tba	26	tba	40.0	1598	148	109	184	236	140	8.1	1695	tba
PE	Allure Premium Hybrid 180	-	5H	8A	39325	18876	tba	26	tba	40.0	1598	148	109	184	236	140	8.1	1695	tba
PE	Allure Premium Hybrid 225	-	5H	8A	40725	19548	tba	26	269.5	40.0	1598	178	109	184	236	145	7.8	1706	tba
PE	GT Hybrid 180	-	5H	8A	41800	20064	tba	26	tba	40.0	1598	148	109	184	236	140	8.1	1695	tba
PE	GT Hybrid 225	-	5H	8A	43200	20736	tba	28	269.5	40.0	1598	178	109	184	236	145	7.8	1706	tba
PE	First Edition Hybrid 225	-	5H	8A	43250	20760	tba	tba	269.5	40.0	1598	178	109	184	236	145	7.8	1706	tba

LONG TERM TEST

508

RATING ■■■■■■■■□□ 8/10

Peugeot unleashes a stunner. Highlights are frameless doors, superb economy and a great driving experience.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Allure Premium 1.5 BlueHDi 130	-	5H	8A	35785	13598	24	121	64.1	-	1499	129	-	221	-	129	10.0	1420	1500
PE	Allure Premium Hybrid 225	403s	5H	8A	39980	16392	31	29	235.4	34.0	1598	178	109	184	249	155	8.3	1720	1330
D	GT 1.5 BlueHDi 130	-	5H	8A	36235	14856	24	122	64.1	-	1499	129	-	221	-	129	10.0	1420	1500
PE	GT Hybrid 225	403s	5H	8A	40430	19002	33	32	235.4	34.0	1598	178	109	184	249	155	8.3	1720	1330
D	GT Premium 1.5 BlueHDi 130	-	5H	8A	38435	16143	24	128	64.1	-	1499	129	-	221	-	129	10.0	1420	1500
PE	GT Premium Hybrid 225	403s	5H	8A	43630	18325	34	33	235.4	34.0	1598	178	109	184	249	155	8.3	1720	1330
PE	Peugeot Sport Engineered Hybrid4	-	5H	8A	54665	18586	41	41	138.9	28.0	1598	197	220	221	384	155	5.2	1850	1260
D	SW Allure Premium 1.5 BlueHDi 130	391s	5E	8A	37535	14263	24	124	64.1	-	1499	129	-	221	-	129	10.1	1430	1500
PE	SW Allure Premium Hybrid 225	-	5E	8A	41730	16692	31	30	235.4	39.0	1598	178	109	184	249	155	8.3	1745	1340
D	SW GT 1.5 BlueHDi 130	391s	5E	8A	37985	15574	24	125	64.1	-	1499	129	-	221	-	129	10.1	1430	1500
PE	SW GT Hybrid 225	-	5E	8A	42180	19825	33	34	235.4	39.0	1598	178	109	184	249	155	8.3	1745	1340
D	SW GT Premium 1.5 BlueHDi 130	391s	5E	8A	40285	16920	24	131	64.1	-	1499	129	-	221	-	129	10.1	1430	1500
PE	SW GT Premium Hybrid 225	-	5E	8A	45480	19102	33	34	235.4	39.0	1598	178	109	184	249	155	8.3	1745	1340
PE	SW Peugeot Sport Engineered Hybrid4	415	5E	8A	56465	18633	41	41	138.9	26.0	1598	197	220	221	384	155	5.2	1875	1270

5008

RATING ■■■■■■■■■□ 9/10

Now upgraded, it has all of the benefits of the 3008, in a roomier and more practical package, with seven seats.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Active Premium + 1.5 BlueHDi 130	-	5H	8A	37030	18145	21	140	57.8	-	1499	129	-	221	-	118	11.8	1536	1200
D	Allure Premium + 1.5 BlueHDi 130	-	5H	8A	39500	18170	22	140	57.8	-	1499	129	-	221	-	118	11.8	1536	1200
D	GT 1.5 BlueHDi 130	-	5H	8A	41000	20090	22	141	57.8	-	1499	129	-	221	-	118	11.8	1536	1200

LONG TERM TEST

e-RIFTER

RATING ■■■■■■■■□□ 8/10

The new name for Partner Tepee. It has the carrying capacity of a small truck, yet is undemanding and easy to drive.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Allure Standard Electric	-	5M	1A	32300	15504	19	0	-	172.0	-	-	134	-	192	84	11.2	1690	750
E	GT Standard Electric	-	5M	1A	34330	16135	20	0	-	172.0	-	-	134	-	192	84	11.2	1690	750
E	Allure Long Electric	-	5M	1A	34300	16464	tba	0	-	172.0	-	-	134	-	192	84	11.2	1809	750
E	GT Long Electric	-	5M	1A	36330	17075	tba	0	-	172.0	-	-	134	-	192	84	11.2	1809	750

e-TRAVELLER

RATING ■■■■■■■■□□ 8/10

It's huge inside, especially in long wheelbase guise. Good to drive, well equipped, it's a winner.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Active Standard	-	5M	1A	49100	17185	37	0	-	148.0	-	-	134	-	192	81	10.8	1894	1000
E	Allure Standard	-	5M	1A	53435	20840	38	0	-	148.0	-	-	134	-	192	81	10.8	1894	1000
E	Allure Long	-	5M	1A	54275	21167	39	0	-	148.0	-	-	134	-	192	81	10.8	1914	1000

POLESTAR

UK dealers: 3 Warranty: 3 years/60,000 miles Maintenance: 12,500 miles

2

RATING ■■■■■■■■■□ 9/10

Polestar's answer to the Tesla Model 3, using Volvo knowhow and an electric drivetrain, it's an interesting proposition.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Standard Range Single Motor	-	5H	1A	43150	34520	34	0	-	297.0	-	-	228	-	243	100	7.0	1940	1500
E	Long Range Single Motor	426	5H	1A	46450	32515	35	0	-	341.0	-	-	228	-	243	100	7.0	2040	1500
E	Long Range Dual Motor	406	5H	1A	49550	34190	42	0	-	301.0	-	-	402	-	487	127	4.5	2150	1500

DID YOU KNOW?

METRO

When Austin was deciding the name for its new small car, it had whittled the choice down to three – Maestro, Match and Metro. To decide between the trio, management asked its staff, and Metro was the winner by several thousand votes. The new supermini went on sale in the UK in October 1980, known as the Mini Metro. But it wasn't until 1992 that the Metro would feature a diesel engine, to coincide with a significant facelift of the original car and fitted with a 1.4-litre diesel engine sourced from the then PSA Group. The launch of this car was referred to as the Roverisation of the Metro, which was pushed upmarket and many motoring journalists wrote about its class leading handling and ride.

3

RATING COMING SOON

High performance five-seat SUV shares parts and technology with Volvo's EX90, but beats it to be revealed.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Long Range Dual Motor 🔌	-	5H	1A	79900	63920	tba	0	-	379.0	-	-	483	-	620	130	5.0	2584	2200
E	Long Range Dual Motor Performance Pack 🔌	-	5H	1A	85500	68400	tba	0	-	360.0	-	-	510	-	671	130	4.7	2670	2200

PORSCHE

UK dealers: 46 Warranty: 3 years/Unlimited miles Maintenance: 20,000 miles

TAYCAN

RATING ■■■■■■■■■□ 9/10

Porsche's set to shake up the pure-electric sports car market and give Tesla a fright at the same time.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	(Performance Battery) 🔌	-	5H	2A	75555	53644	48	0	-	276.0	-	-	402	-	254	143	5.4	2125	0
E	(Performance Battery Plus) 🔌	-	5H	2A	79604	55723	49	0	-	314.0	-	-	469	-	263	143	5.4	2205	0
E	4S (Performance Battery) 🔌	-	5H	1A	86555	62320	50	0	-	282.0	-	-	523	-	472	155	4.0	2215	0
E	4S (Performance Battery Plus) 🔌	-	5H	1A	90461	66037	50	0	-	318.0	-	-	563	-	479	155	4.0	2295	0
E	GTS 🔌	-	5H	1A	106055	79541	50	0	-	313.0	-	-	590	-	627	155	3.7	2370	0
E	Turbo 🔌	404	5H	1A	119955	83969	50	0	-	315.0	-	-	671	-	627	161	3.2	2305	0
E	Turbo S 🔌	-	5H	1A	142455	102568	50	0	-	291.0	-	-	751	-	774	161	2.8	2295	0
E	Sport Turismo (Performance Battery) 🔌	-	5E	2A	76555	54354	48	0	-	268.0	-	-	402	-	254	143	5.4	2155	0
E	Sport Turismo (Performance Battery Plus) 🔌	-	5E	2A	80604	56423	49	0	-	305.0	-	-	469	-	263	143	5.4	2235	0
E	4S Sport Turismo (Performance Battery) 🔌	-	5E	2A	87555	63040	50	0	-	274.0	-	-	523	-	472	155	4.0	2245	0
E	4S Sport Turismo (Performance Battery Plus) 🔌	-	5E	2A	91461	66767	50	0	-	309.0	-	-	563	-	479	155	4.0	2325	0
E	GTS Sport Turismo 🔌	-	5E	2A	107055	80291	50	0	-	304.0	-	-	590	-	627	155	3.7	2385	0
E	Turbo Sport Turismo 🔌	-	5E	2A	120955	84669	50	0	-	305.0	-	-	671	-	627	162	3.2	2405	0
E	Turbo S Sport Turismo 🔌	-	5E	2A	143455	103288	50	0	-	285.0	-	-	751	-	774	162	2.8	2400	0
E	4 Cross Turismo 🔌	-	5E	1A	84555	59189	50	0	-	304.0	-	-	469	-	369	137	5.1	2320	0
E	4S Cross Turismo 🔌	421	5E	1A	91055	67381	50	0	-	304.0	-	-	563	-	479	149	4.1	2320	0
E	Turbo Cross Turismo 🔌	-	5E	1A	120955	84669	50	0	-	301.0	-	-	671	-	627	155	3.3	2395	0
E	Turbo S Cross Turismo 🔌	-	5E	1A	143455	103288	50	0	-	285.0	-	-	751	-	774	155	2.9	2395	0

PANAMERA

RATING ■■■■■■■■□□ 8/10

Porsche's Gran Turismo is updated, with more power, a more dynamic appearance and additional technology.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	4 E-Hybrid 🔌	-	5H	8A	86755	60729	50	45	141.2	35.0	2894	326	134	332	295	174	4.4	2285	0
PE	4 E-Hybrid Platinum Edition 🔌	-	5H	8A	94555	64297	50	48	141.2	35.0	2894	326	134	332	295	174	4.4	2285	0
PE	4S E-Hybrid 🔌	-	5H	8A	105355	71641	50	50	128.4	33.0	2894	434	134	406	295	185	3.7	2300	0
PE	Turbo S E-Hybrid 🔌	-	5H	8A	145955	77356	50	62	104.6	31.0	3996	563	134	568	295	196	3.2	2425	0
PE	Sport Turismo 4 E-Hybrid 🔌	-	5E	8A	88955	64048	50	49	134.5	34.0	2894	326	134	332	295	174	4.4	2300	0
PE	Sport Turismo 4 E-Hybrid Platinum Edition 🔌	-	5E	8A	96955	66899	50	51	134.5	34.0	2894	326	134	332	295	174	4.4	2300	0
PE	Sport Turismo 4S E-Hybrid 🔌	-	5E	8A	107855	75499	50	53	117.7	31.0	2894	434	134	406	295	182	3.7	2315	0
PE	Sport Turismo Turbo S E-Hybrid 🔌	-	5E	8A	149155	79052	50	65	97.4	30.0	3996	563	134	568	295	196	3.2	2440	0

CAYENNE

RATING ■■■■■■■■□□ 8/10

3rd generation Cayenne gets a tech boost and added refinement, despite almost looking the same as before.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	E-Hybrid 🔌	-	5H	8A	73870	42845	50	71	91.1	27.0	2995	335	134	332	295	157	5.0	2370	3500
PE	E-Hybrid Platinum Edition 🔌	-	5H	8A	78970	45803	50	75	85.6	27.0	2995	335	134	332	295	157	5.0	2370	3500
PE	Turbo S E-Hybrid 🔌	-	5H	8A	134265	68475	50	86	74.3	25.0	3996	542	134	568	295	183	3.8	2565	tba
PE	Coupé E-Hybrid 🔌	401	5C	8A	76670	49836	50	73	88.3	27.0	2995	335	134	332	295	157	5.1	2435	tba
PE	Coupé E-Hybrid Platinum Edition 🔌	401s	5C	8A	79470	53245	50	75	85.6	27.0	2995	335	134	332	295	157	5.1	2435	tba
PE	Coupé Turbo S E-Hybrid 🔌	-	5C	8A	136565	81939	50	87	74.3	25.0	3996	542	134	568	295	183	3.8	2610	tba

RENAULT

UK dealers: 154 Warranty: 5 years/100,000 miles Maintenance: 18,000 miles (Trafic 25,000 miles)

ZOE

RATING ■■■■■■■■□□ 8/10

Improved driving range and an overhauled interior make the Zoe a top EV pick. It's fantastic for urban driving.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Techno R135 EV 50 🔌	-	5H	1A	29995	14398	18	0	-	239.0	-	-	134	-	181	90	9.5	1502	0
E	Techno R135 EV 50 Rapid Charge 🔌	402s	5H	1A	31195	14350	18	0	-	239.0	-	-	134	-	181	90	9.5	1502	0
E	Iconic R135 EV 50 Rapid Charge 🔌	402s	5H	1A	31995	14398	19	0	-	223.0	-	-	134	-	181	90	9.5	1502	0
E	GT Line+ R135 EV 50 Rapid Charge 🔌	402s	5H	1A	31995	13438	18	0	-	239.0	-	-	134	-	181	87	9.5	1502	0

LONG TERM TEST

Car of the year 2020

CLIO

RATING ■■■■■■■■■■ 10/10

It may look similar to before, but it's a huge leap forward in every way. It goes to the top of the class.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	Evolution TCe 90	-	5H	6M	18895	8692	14	119	53.3	-	999	90	-	118	-	112	12.2	1174	900
PE	Evolution E-Tech Hybrid 145	-	5H	1A	21695	12583	18	96	64.2	-	1598	90	48	106	151	112	9.9	1323	900
P	Techno TCe 90	-	5H	6M	19995	9398	14	119	53.2	-	999	90	-	118	-	112	12.2	1174	900
PE	Techno E-Tech Hybrid 145	-	5H	1A	22795	12993	18	96	64.2	-	1598	90	48	106	151	112	9.9	1323	900
P	R.S. Line TCe 90	-	5H	6M	21095	10337	10	120	53.3	-	999	90	-	118	-	112	12.2	1174	900
PE	R.S. Line E-Tech Hybrid 145	-	5H	1A	23895	13381	12	97	65.7		1598	90	48	106	151	112	9.9	1323	900
PE	E-Tech Engineered Hybrid 145	-	5H	1A	23995	13437	14	97	62.8	-	1598	90	48	106	151	112	9.9	1323	900

CAPTUR

RATING ■■■■■■■■□□ 8/10

Renault ups the tech and delivers an even more distinctive compact SUV. It's more spacious and refined, too.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Evolution E-Tech Hybrid 145	421s	5H	6A	25195	15369	19	106	60.1	-	1598	93	48	109	184	106	10.6	1363	750
PE	Techno E-Tech Hybrid 145	421s	5H	6A	26795	15809	19	107	58.9	-	1598	93	48	109	184	106	10.6	1363	750
PE	Techno E-Tech Plug-in Hybrid 160 🔌	-	5H	6A	31995	15358	21	30	217.3	-	1598	93	66	106	151	107	10.1	1564	750
PE	Rive Gauche E-Tech Hybrid 145	421s	5H	6A	27995	16517	13	107	58.9	-	1598	93	48	109	184	106	10.6	1363	750
PE	E-Tech Engineered Hybrid 145	421s	5H	6A	28695	16356	20	107	60.1	-	1598	93	48	109	184	106	10.6	1363	750
PE	E-Tech Engineered Plug-in Hybrid 160 🔌	-	5H	6A	33895	15931	22	30	217.3	-	1598	93	66	106	151	107	10.1	1564	750

Power Source Test date Doors Gearbox List price£ Trade-in value Ins. Group CO2g/km Combined mpg Electric range (miles) Engine cc Engine bhp/rpm Electric bhp Engine torque Lb ft Electric torque lb ft Top speed 0-62mph Kerb weight (kg) Towing weight (kg)

ARKANA

RATING ■■■■■■■■■□ 9/10

A sportier silhouette for the SUV segment, based upon the Captur, and is one of the first mainstream SUV Coupés.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Evolution E-Tech Hybrid 145	422s	5H	1A	28295	13299	15	105	60.1	-	1598	93	48	109	184	107	10.8	1435	760
PE	Techno E-Tech Hybrid 145	422s	5H	1A	30295	14542	16	107	60.1	-	1598	93	48	109	184	107	10.8	1435	760
PE	E-Tech Engineered Hybrid 145	422s	5H	1A	32895	15132	16	106	60.1	-	1598	93	48	109	184	107	10.8	1435	760

NEW MEGANE

RATING ■■■■■■■■■□ 9/10

Radical departure for Renault's medium car with electric drivetrain. It's innovative, good looking and good to drive.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	E-Tech Equilibre EV 60 🔌	-	5H	1A	36995	13318	26	0	-	280.0	-	-	215	-	221	99	7.5	1636	900
E	E-Tech Techno EV 60 🔌	-	5H	1A	39495	14218	27	0	-	280.0	-	-	215	-	221	99	7.5	1636	900
E	E-Tech Launch Edition EV 60 🔌	-	5H	1A	40995	14758	26	0	-	280.0	-	-	215	-	221	99	7.5	1636	900

TRAFIC PASSENGER

RATING ■■■■■■■■□□ 8/10

The only option if you want a roomy, super-sized Renault now that the Grand Scenic is no longer.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Start SL28 dCi 110	-	5M	6M	37700	17342	tba	186	39.2	-	1997	109	-	236	-	100	16.5	2054	1630
D	Start SL28 dCi 150	425s	5M	6M	39500	17380	tba	186	39.2	-	1997	148	-	258	-	110	13.6	2054	1630
D	Start SL28 dCi 150	-	5M	6A	41900	18436	tba	189	38.2	-	1997	148	-	258	-	110	11.6	2136	2500
D	Sport SL28 dCi 110	-	5M	6M	41300	17759	tba	188	38.7	-	1997	109	-	236	-	100	16.5	2054	1630
D	Sport SL28 dCi 150	425	5M	6M	43100	18533	tba	188	38.7	-	1997	148	-	258	-	110	13.6	2054	1630
D	Sport SL28 dCi 170	-	5M	6A	46875	19219	tba	191	37.7	-	1997	168	-	280	-	115	10.6	2136	2500
D	Start LL30 dCi 110	-	5M	6M	39200	17640	tba	187	38.7	-	1997	109	-	236	-	100	16.5	2077	1630
D	Start LL30 dCi 150	-	5M	6M	41000	18040	tba	187	38.7	-	1997	148	-	258	-	110	13.6	2077	1630
D	Start LL30 dCi 150	-	5M	6A	43400	19096	tba	190	38.2	-	1997	148	-	258	-	110	11.6	2160	2500
D	Sport LL30 dCi 110	-	5M	6M	42800	18404	tba	189	38.7	-	1997	109	-	236	-	100	16.5	2077	1630
D	Sport LL30 dCi 150	-	5M	6M	44600	18732	tba	189	38.2	-	1997	148	-	258	-	110	13.6	2077	1630
D	Sport LL30 dCi 170	-	5M	6A	48375	19834	tba	192	37.7	-	1997	168	-	280	-	115	10.6	2160	2500

SEAT

UK dealers: 129 Warranty: 3 years/60,000 miles Maintenance: Variable schedule

IBIZA

RATING ■■■■■■■■□□ 8/10

SEAT's chic small car is roomy and packed with equipment. It's good to drive with keen prices that include metallic paint.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	SE 1.0 MPI	-	5H	5M	17955	7721	3	119	53.3	-	999	79	-	69	-	107	15.3	1111	1000
P	SE 1.0 TSI	-	5H	5M	18405	8098	9	119	53.3	-	999	94	-	129	-	116	10.9	1144	1000
P	SE Technology 1.0 MPI	-	5H	5M	18960	7963	3	120	53.3	-	999	79	-	69	-	107	15.3	1111	1000
P	SE Technology 1.0 TSI	-	5H	5M	19410	8346	9	119	54.3	-	999	94	-	129	-	116	10.9	1144	1000
P	SE Edition 1.0 MPI	-	5H	5M	18930	8140	4	120	53.3	-	999	79	-	69	-	107	15.3	1111	1000
P	SE Edition 1.0 TSI	-	5H	5M	19380	8527	10	119	54.3	-	999	94	-	129	-	116	10.9	1144	1000
P	FR 1.0 MPI	-	5H	5M	20255	9520	4	125	51.4	-	999	79	-	69	-	107	15.3	1111	1000
P	FR 1.0 TSI	-	5H	5M	20785	9977	11	125	51.4	-	999	94	-	129	-	116	10.9	1144	1000
P	FR 1.0 TSI	425s	5H	6M	21200	10176	13	123	52.3	-	999	109	-	148	-	121	10.3	1169	1100
P	FR Edition 1.0 TSI	425s	5H	6M	21280	10214	13	124	52.3	-	999	109	-	148	-	121	10.3	1169	1100
P	FR Sport 1.0 MPI	-	5H	5M	21115	10980	4	125	51.4	-	999	79	-	69	-	107	15.3	1111	1000
P	FR Sport 1.0 TSI	425	5H	6M	22060	11692	13	123	52.3	-	999	109	-	148	-	121	10.3	1169	1100
P	Xcellence 1.0 TSI	425s	5H	6M	21255	11903	12	124	51.4	-	999	109	-	148	-	121	10.3	1169	1100
P	Xcellence Lux 1.0 TSI	425s	5H	6M	22100	12155	13	124	51.4	-	999	109	-	148	-	121	10.3	1169	1100

LONG TERM TEST

ARONA

RATING ■■■■■■■■□□ 8/10

A smart and interesting entry into the baby SUV market. Shame there's no diesel anymore, but the petrols are efficient.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	SE 1.0 TSI	-	5H	5M	20960	7965	9	124	51.4	-	999	94	-	129	-	113	11.5	1191	1000
P	SE Technology 1.0 TSI	-	5H	5M	21960	8564	9	124	51.4	-	999	94	-	129	-	113	11.5	1191	1000
P	SE Edition 1.0 TSI	-	5H	5M	21910	8326	10	124	51.4	-	999	94	-	129	-	113	11.5	1191	1000
P	FR 1.0 TSI	419	5H	6M	24375	10238	12	121	53.3	-	999	109	-	148	-	118	10.6	1215	1100
P	FR Edition 1.0 TSI	419s	5H	6M	24540	10307	12	125	51.4	-	999	109	-	148	-	118	10.6	1215	1100
P	FR Sport 1.0 TSI	419s	5H	6M	25465	10950	12	124	51.4	-	999	109	-	148	-	118	10.6	1215	1100
P	Xperience 1.0 TSI	419s	5H	6M	25095	10289	12	121	53.3	-	999	109	-	148	-	118	10.6	1215	1100
P	Xperience Lux 1.0 TSI	419s	5H	6M	26655	10662	12	124	51.4	-	999	109	-	148	-	118	10.6	1215	1100

LONG TERM TEST

LEÓN

RATING ■■■■■■■■■□ 9/10

Sharp-looking digital evolution, but this time around there's petrol, diesel and PHEV drivetrains.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	SE 1.0 TSI EVO	-	5H	6M	22515	8781	11	124	51.4	-	999	109	-	148	-	122	10.8	1275	1300
P	SE 1.0 eTSI MH	-	5H	7A	25545	9452	12	124	51.4	-	999	109	-	148	-	119	10.6	1335	1300
P	SE 1.5 TSI EVO	-	5H	6M	24085	9393	15	124	51.4	-	1498	129	-	148	-	129	9.4	1316	1400
D	SE 2.0 TDI	407s	5H	6M	25455	10691	16	112	65.7	-	1968	114	-	221	-	124	10.2	1399	1500
D	SE Dynamic 2.0 TDI	407	5H	6M	26840	11004	16	115	64.2	-	1968	114	-	221	-	124	10.2	1399	1500
D	FR 2.0 TDI	-	5H	6M	29530	13289	20	116	64.2	-	1968	148	-	251	-	134	8.9	1424	1600
D	FR Sport 2.0 TDI	-	5H	6M	31210	14357	20	118	62.8	-	1968	148	-	251	-	134	8.9	1424	1600
D	Xcellence 2.0 TDI	-	5H	6M	31520	13554	20	117	62.8	-	1968	148	-	251	-	134	8.9	1424	1600
D	Xcellence Lux 2.0 TDI	-	5H	6M	32790	14756	21	119	62.8	-	1968	148	-	251	-	134	8.9	1424	1600
P	SE 1.0 TSI	-	5E	6M	23800	9520	12	125	51.4	-	999	109	-	148	-	124	11.2	1322	1300
P	SE 1.5 TSI EVO	-	5E	6M	25315	10126	15	125	51.4	-	1498	129	-	148	-	130	9.7	1363	1400
D	SE 2.0 TDI	-	5E	6M	26760	10704	15	114	65.7	-	1968	114	-	221	-	124	10.6	1450	1500
D	SE Dynamic 2.0 TDI	-	5E	6M	28145	10977	16	116	64.2	-	1968	114	-	221	-	124	10.6	1450	1500
D	FR 2.0 TDI	-	5E	6M	32155	13827	20	117	62.8	-	1968	148	-	251	-	135	9.2	1476	1600
D	FR Sport 2.0 TDI	-	5E	6M	33835	14887	20	118	62.8	-	1968	148	-	251	-	135	9.2	1476	1600
D	Xcellence 2.0 TDI	-	5E	6M	34145	14341	20	118	62.8	-	1968	148	-	251	-	135	9.2	1476	1600
D	Xcellence Lux 2.0 TDI	-	5E	6M	35755	15017	21	118	62.8	-	1968	148	-	251	-	135	9.2	1476	1600

ATECA

RATING ■■■■■■■■■□ 9/10

A mid-life update to the Ateca ups the technology and safety count. It looks smart, is comfortable and drives nicely.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	SE 2.0 TDI	-	5H	6M	28950	9843	14	128	57.6	-	1968	114	-	221	-	115	10.9	1467	1500
D	SE 2.0 TDI	-	5H	6M	30225	10881	18	126	58.9	-	1968	148	-	251	-	126	9.3	1484	1800
D	SE 2.0 TDI	-	5H	7A	31845	11464	18	130	56.5	-	1968	148	-	266	-	126	9.0	1514	1800
D	SE 2.0 TDI 4Drive	414s	5H	7A	33290	11984	18	151	48.7	-	1968	148	-	266	-	122	8.7	1613	2100
D	SE Technology 2.0 TDI	-	5H	6M	29810	10135	14	135	55.4	-	1968	114	-	221	-	115	10.9	1467	1500
D	SE Technology 2.0 TDI	-	5H	6M	31085	11191	18	131	56.5	-	1968	148	-	251	-	126	9.3	1484	1800
D	SE Technology 2.0 TDI	-	5H	7A	32705	11774	19	136	54.3	-	1968	148	-	266	-	126	9.0	1514	1800
D	SE Technology 2.0 TDI 4Drive	414s	5H	7A	34110	12280	18	155	47.9	-	1968	148	-	266	-	122	8.7	1613	2100
D	FR 2.0 TDI	-	5H	6M	32470	12339	18	131	56.5	-	1968	148	-	251	-	126	9.3	1484	1800
D	FR 2.0 TDI	-	5H	7A	33850	12863	19	136	54.3	-	1968	148	-	266	-	126	9.0	1514	1800
D	FR 2.0 TDI 4Drive	414s	5H	7A	35495	13488	18	155	47.9	-	1968	148	-	266	-	122	8.7	1613	2100
D	FR Sport 2.0 TDI	-	5H	6M	34485	12415	18	134	55.4	-	1968	148	-	251	-	126	9.3	1484	1800
D	FR Sport 2.0 TDI	-	5H	7A	35865	12911	19	138	54.3	-	1968	148	-	266	-	126	9.0	1514	1800
D	FR Sport 2.0 TDI 4Drive	414s	5H	7A	37510	13504	18	155	47.9	-	1968	148	-	266	-	122	8.7	1613	2100
D	Xperience 2.0 TDI	-	5H	6M	31140	11210	14	135	54.3	-	1968	114	-	221	-	115	10.9	1467	1500
D	Xperience 2.0 TDI	-	5H	6M	32540	12365	18	132	56.5	-	1968	148	-	251	-	126	9.3	1484	1800
D	Xperience 2.0 TDI	-	5H	7A	33920	12890	19	136	54.3	-	1968	148	-	266	-	126	9.0	1514	1800
D	Xperience 2.0 TDI 4Drive	414s	5H	7A	35565	13515	18	155	47.9	-	1968	148	-	266	-	122	8.7	1613	2100
D	Xperience Lux 2.0 TDI	-	5H	6M	33845	11846	14	137	54.3	-	1968	114	-	221	-	115	10.9	1467	1500
D	Xperience Lux 2.0 TDI	-	5H	6M	35245	12336	18	134	55.4	-	1968	148	-	251	-	126	9.3	1484	1800
D	Xperience Lux 2.0 TDI	-	5H	7A	36625	12819	19	138	53.3	-	1968	148	-	266	-	126	9.0	1514	1800
D	Xperience Lux 2.0 TDI 4Drive	414	5H	7A	38270	13395	19	157	47.1	-	1968	148	-	266	-	122	8.7	1613	2100

Power Source Test date Doors Gearbox List price£ Trade-in value Ins. Group CO2g/km Combined mpg Electric range (miles) Engine cc Engine bhp/rpm Electric bhp Engine torque Lb ft Electric torque lb ft Top speed 0-62mph Kerb weight (kg) Towing weight (kg)

TARRACO

LONG TERM TEST

RATING ■■■■■■■□□□ 7/10

Completes SEAT's three-model SUV range. It shares its chassis with the Skoda Kodiaq, but is made in Germany.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	SE 2.0 TDI	-	5H	6M	34090	14659	20	142	52.3	-	1968	148	-	251	-	123	10.2	1720	2000
D	SE 2.0 TDI	-	5H	7A	35130	15106	20	143	51.4	-	1968	148	-	266	-	122	9.9	1756	2000
D	SE Technology 2.0 TDI	-	5H	6M	35580	14944	20	144	51.4	-	1968	148	-	251	-	123	10.2	1720	2000
D	SE Technology 2.0 TDI	-	5H	7A	36620	15380	21	144	51.4	-	1968	148	-	266	-	122	9.9	1756	2000
D	FR 2.0 TDI	-	5H	6M	38075	15992	21	146	50.4	-	1968	148	-	251	-	123	10.2	1720	2000
D	FR 2.0 TDI	-	5H	7A	39115	16428	21	146	50.4	-	1968	148	-	266	-	122	9.9	1756	2000
D	FR 2.0 TDI 4Drive	431s	5H	7A	42680	17926	27	173	42.8	-	1968	197	-	295	-	130	7.8	1828	2450
D	FR Sport 2.0 TDI	-	5H	6M	39970	17187	21	146	50.4	-	1968	148	-	251	-	123	10.2	1720	2000
D	FR Sport 2.0 TDI	-	5H	7A	41010	17634	21	147	50.4	-	1968	148	-	266	-	122	9.9	1756	2000
D	FR Sport 2.0 TDI 4Drive	431	5H	7A	44575	19167	28	173	42.8	-	1968	197	-	295	-	130	7.8	1828	2450
D	Xperience 2.0 TDI	-	5H	6M	37105	16326	21	149	49.6	-	1968	148	-	251	-	123	10.2	1720	2000
D	Xperience 2.0 TDI	-	5H	7A	38145	16784	21	150	49.6	-	1968	148	-	266	-	122	9.9	1756	2000
D	Xperience 2.0 TDI 4Drive	431s	5H	7A	42255	18170	27	178	41.5	-	1968	197	-	295	-	130	7.8	1828	2450
D	Xperience Lux 2.0 TDI	-	5H	6M	39020	16779	22	147	50.4	-	1968	148	-	251	-	123	10.2	1720	2000
D	Xperience Lux 2.0 TDI	-	5H	7A	40060	17226	21	147	50.4	-	1968	148	-	266	-	122	9.9	1756	2000
D	Xperience Lux 2.0 TDI 4Drive	431s	5H	7A	44170	18551	28	172	42.8	-	1968	197	-	295	-	130	7.8	1828	2450

SKODA

UK dealers: 129 Warranty: 3 years/60,000 miles Maintenance: Variable schedule

FABIA

RATING ■■■■■■■■□□ 8/10

Fabia finally joins the rest of the group superminis on the MQB A0 platform. It's roomier than its rivals and well priced, too.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	SE Comfort 1.0 MPI	-	5H	5M	17990	8455	4	115	55.6	-	999	79	-	69	-	110	15.5	1125	800
P	SE Comfort 1.0 TSI	-	5H	5M	18540	8899	11	115	55.8	-	999	94	-	129	-	119	10.6	1150	1000
P	SE Comfort 1.0 TSI	425s	5H	6M	18890	9256	13	115	56.0	-	999	109	-	148	-	126	9.9	1176	1100
P	SE Comfort 1.0 TSI	-	5H	7A	19890	9746	13	125	51.1	-	999	109	-	148	-	126	9.8	1196	1100
P	Colour Edition 1.0 MPI	-	5H	5M	18690	9345	4	116	55.3	-	999	79	-	69	-	110	15.5	1127	800
P	Colour Edition 1.0 TSI	-	5H	5M	19240	9620	11	116	55.4	-	999	94	-	129	-	119	10.6	1152	1000
P	Colour Edition 1.0 TSI	425s	5H	6M	19590	9991	13	115	55.6	-	999	109	-	148	-	126	9.9	1178	1100
P	SE L 1.0 TSI	425	5H	6M	20525	10057	13	116	55.5	-	999	109	-	148	-	126	9.9	1196	1100
P	Monte Carlo 1.0 TSI	425s	5H	6M	21125	10563	13	117	55.0	-	999	109	-	148	-	126	9.9	1178	1100

SCALA

RATING ■■■■■■■■□□ 8/10

Finally, Skoda has a highly credible Golf rival that looks good and utilises up-to-the-minute technology.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	SE 1.0 TSI	-	5H	5M	20120	9658	10	118	54.1	-	999	94	-	129	-	120	10.9	1217	1000
P	SE 1.0 TSI	424s	5H	6M	20920	9832	13	119	54.0	-	999	109	-	148	-	126	10.0	1238	1200
P	SE 1.5 TSI	-	5H	6M	22320	10044	18	123	52.1	-	1498	148	-	184	-	139	8.2	1265	1250
P	SE Technology 1.0 TSI	-	5H	5M	20785	9769	10	118	54.1	-	999	94	-	129	-	120	10.9	1217	1000
P	SE Technology 1.0 TSI	424s	5H	6M	21585	10145	13	119	54.0	-	999	109	-	148	-	126	10.0	1238	1200
P	SE Technology 1.5 TSI	-	5H	6M	22985	10343	18	123	52.0	-	1498	148	-	184	-	139	8.2	1265	1250
P	SE L 1.0 TSI	-	5H	5M	22160	11080	11	120	53.2	-	999	94	-	129	-	120	10.9	1221	1000
P	SE L 1.0 TSI	424s	5H	6M	22960	11250	13	122	52.7	-	999	109	-	148	-	126	10.0	1242	1200
P	Monte Carlo 1.0 TSI	424	5H	6M	24915	11710	14	123	52.2	-	999	109	-	148	-	126	10.0	1283	1200

OCTAVIA

LONG TERM TEST

RATING ■■■■■■■■■□ 9/10

Suave and sophisticated Octavia ups the ante with more technology and super-clean twin-dosing SCR engines.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	SE 1.0 TSI	-	5H	6M	23650	11825	12	116	54.9	-	999	109	-	148	-	125	10.8	1311	1300
P	SE 1.0 TSI e-TEC MH	-	5H	7A	25690	12331	13	114	56.1	-	999	109	-	148	-	125	10.5	1353	1300
P	SE 1.5 TSI	-	5H	6M	25075	12538	18	121	52.7	-	1498	148	-	184	-	138	8.4	1344	1500
P	SE Technology 1.0 TSI	-	5H	6M	23905	12670	12	116	54.8	-	999	109	-	148	-	125	10.8	1311	1300
P	SE Technology 1.0 TSI e-TEC MH	-	5H	7A	25945	12973	13	114	56.1	-	999	109	-	148	-	125	10.5	1353	1300
P	SE Technology 1.5 TSI	-	5H	6M	25330	13172	18	121	52.7	-	1498	148	-	184	-	138	8.4	1344	1500
D	SE Technology 2.0 TDI	405s	5H	6M	26430	12951	16	108	68.3	-	1968	114	-	221	-	133	10.3	1438	1500
D	SE Technology 2.0 TDI	-	5H	7A	27820	13632	14	114	64.7	-	1968	114	-	184	-	132	10.6	1447	1500
P	SE L 1.5 TSI	-	5H	6M	27790	13617	18	121	52.8	-	1498	148	-	184	-	138	8.4	1365	1500
P	SE L 1.5 TSI e-TEC MH	-	5H	7A	29780	13997	19	119	53.6	-	1498	148	-	184	-	142	8.5	1403	1500
D	SE L 2.0 TDI	-	5H	7A	31310	14716	21	114	64.9	-	1968	148	-	266	-	144	8.7	1487	1600
D	vRS 2.0 TDI	409	5H	7A	35570	18496	25	130	56.8	-	1968	197	-	295	-	155	7.6	1526	1600
D	vRS 2.0 TDI 4x4	-	5H	7A	37055	18898	26	145	51.2	-	1968	197	-	295	-	152	7.1	1609	2000
P	SE 1.0 TSI	-	5E	6M	24630	12561	12	119	53.7	-	999	109	-	148	-	125	11.0	1330	1300
P	SE 1.0 TSI e-TEC MH	-	5E	7A	26670	13068	13	118	54.5	-	999	109	-	148	-	125	10.6	1367	1300
P	SE 1.5 TSI	-	5E	6M	26055	13288	19	124	51.7	-	1498	148	-	184	-	138	8.5	1360	1500
P	SE Technology 1.0 TSI	-	5E	6M	24885	13438	12	119	53.6	-	999	109	-	148	-	125	11.0	1330	1300
P	SE Technology 1.0 TSI e-TEC MH	-	5E	7A	26925	13732	13	118	54.5	-	999	109	-	148	-	125	10.6	1367	1300
P	SE Technology 1.5 TSI	-	5E	6M	26310	13944	18	124	51.6	-	1498	148	-	184	-	138	8.5	1360	1500
D	SE Technology 2.0 TDI	-	5E	6M	27430	13715	16	111	66.7	-	1968	114	-	221	-	129	10.4	1444	1500
D	SE Technology 2.0 TDI	-	5E	7A	28800	14400	14	117	63.3	-	1968	114	-	184	-	128	10.7	1454	1500
P	SE L 1.5 TSI	-	5E	6M	28870	14146	19	124	51.5	-	1498	148	-	184	-	138	8.5	1360	1500
P	SE L 1.5 TSI e-TEC MH	-	5E	7A	30860	14504	19	123	52.1	-	1498	148	-	184	-	141	8.5	1412	1500
D	SE L 2.0 TDI	-	5E	7A	32390	15547	21	117	63.2	-	1968	148	-	266	-	139	8.7	1499	1600
D	SE L 2.0 TDI 4x4	-	5E	7A	33905	15596	20	134	55.1	-	1968	148	-	266	-	137	8.6	1597	2000
D	vRS 2.0 TDI	-	5E	7A	36840	18788	25	133	55.9	-	1968	197	-	295	-	152	7.6	1548	1600
D	vRS 2.0 TDI 4x4	-	5E	7A	38285	19525	26	147	50.4	-	1968	197	-	295	-	149	7.1	1621	2000

SUPERB

LONG TERM TEST

RATING ■■■■■■■■■□ 9/10

It's our favourite large car, and the facelift with added chrome and technology reinforces what a great car it is.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	SE 2.0 TDI	-	5H	6M	30135	13259	20	125	59.3	-	1968	148	-	251	-	139	9.1	1564	2000
D	SE 2.0 TDI	-	5H	7A	31685	13941	21	128	57.9	-	1968	148	-	266	-	138	9.1	1594	2000
PE	SE Technology 1.4 TSI iV 🔌	-	5H	6A	37735	19245	27	24	268.5	26.0	1395	154	114	184	243	139	7.7	1750	1600
D	SE Technology 2.0 TDI	-	5H	6M	30790	14163	21	125	59.2	-	1968	148	-	251	-	139	9.1	1564	2000
D	SE Technology 2.0 TDI	-	5H	7A	32340	14876	22	128	57.8	-	1968	148	-	266	-	138	9.1	1594	2000
PE	SE L 1.4 TSI iV 🔌	-	5H	6A	40240	20522	28	26	247.5	29.0	1395	154	114	184	243	139	7.7	1758	1600
D	SE L 2.0 TDI	-	5H	6M	33295	15316	21	129	57.3	-	1968	148	-	251	-	139	9.1	1572	2000
D	SE L 2.0 TDI	-	5H	7A	34885	16047	22	132	56.1	-	1968	148	-	266	-	138	9.1	1602	2000
D	SE L 2.0 TDI	-	5H	7A	37235	15639	26	140	52.8	-	1968	197	-	295	-	151	7.9	1608	2000
D	SE L 2.0 TDI 4x4	-	5H	7A	39150	15660	28	153	46.2	-	1968	197	-	295	-	146	7.3	1685	2200
PE	SportLine Plus 1.4 TSI iV 🔌	-	5H	6A	44835	21521	29	28	226.8	30.0	1395	154	114	184	243	139	7.7	1776	1600
D	SportLine Plus 2.0 TDI	-	5H	7A	38810	16688	23	136	54.4	-	1968	148	-	266	-	138	9.1	1633	2000
D	SportLine Plus 2.0 TDI	-	5H	7A	41160	16876	28	145	51.1	-	1968	197	-	295	-	151	7.9	1622	2000
PE	Laurin & Klement 1.4 TSI iV 🔌	-	5H	6A	44930	22914	29	26	248.9	29.0	1395	154	114	184	243	139	7.7	1792	1600
D	Laurin & Klement 2.0 TDI	-	5H	7A	41705	18350	28	140	53.0	-	1968	197	-	295	-	151	7.9	1641	2000
D	SE 2.0 TDI	-	5E	6M	31415	14451	20	129	57.6	-	1968	148	-	251	-	134	9.2	1580	2000
D	SE 2.0 TDI	-	5E	7A	33005	15182	21	132	56.1	-	1968	148	-	266	-	133	9.2	1610	2000
PE	SE Technology 1.4 TSI iV 🔌	400s	5E	6A	39015	20678	27	26	246.5	29.0	1395	154	114	184	243	139	7.8	1769	1600
D	SE Technology 2.0 TDI	-	5E	6M	32070	15394	20	129	57.5	-	1968	148	-	251	-	134	9.2	1580	2000
D	SE Technology 2.0 TDI	-	5E	7A	33660	16157	22	132	56.0	-	1968	148	-	266	-	133	9.2	1610	2000
PE	SE L 1.4 TSI iV 🔌	400	5E	6A	41520	22006	27	28	232.3	31.0	1395	154	114	184	243	139	7.8	1776	1600
D	SE L 2.0 TDI	-	5E	6M	34615	16269	21	132	56.1	-	1968	148	-	251	-	134	9.2	1588	2000
D	SE L 2.0 TDI	-	5E	7A	36165	16998	22	135	54.7	-	1968	148	-	266	-	133	9.2	1618	2000
D	SE L 2.0 TDI	-	5E	7A	38515	16947	26	144	51.5	-	1968	197	-	295	-	146	8.0	1623	2000
D	SE L 2.0 TDI 4x4	-	5E	7A	40430	16981	27	156	47.4	-	1968	197	-	295	-	141	7.4	1700	2200
PE	SportLine Plus 1.4 TSI iV 🔌	400s	5E	6A	46115	22596	28	31	209.6	32.0	1395	154	114	184	243	139	7.8	1795	1600
D	SportLine Plus 2.0 TDI	-	5E	7A	40090	18041	23	140	53.0	-	1968	148	-	266	-	133	9.2	1654	2000
D	SportLine Plus 2.0 TDI	-	5E	7A	42440	18249	27	149	49.8	-	1968	197	-	295	-	146	8.0	1643	2000
PE	Laurin & Klement 1.4 TSI iV 🔌	400s	5E	6A	46210	24029	29	27	234.1	32.0	1395	154	114	184	243	139	7.8	1811	1600
D	Laurin & Klement 2.0 TDI	-	5E	7A	42985	19773	27	144	51.6	-	1968	197	-	295	-	146	8.0	1656	2000

KAMIQ

RATING ■■■■■■■■■□ 9/10

It's the pick of the bunch of baby SUVs from the Volkswagen Group thanks to ace quality and road manners.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	SE 1.0 TSI	-	5H	5M	22040	10800	10	120	53.1	-	999	94	-	129	-	116	11.1	1236	1000
P	SE 1.0 TSI	-	5H	6M	22795	11398	13	121	53.2	-	999	109	-	148	-	123	10.1	1240	1200
P	SE 1.5 TSI	-	5H	6M	24240	11635	19	125	51.4	-	1498	148	-	184	-	136	8.0	1279	1250
P	SE Drive 1.0 TSI	-	5H	5M	22815	10951	10	123	53.1	-	999	94	-	129	-	117	11.1	1236	1000
P	SE Drive 1.0 TSI	-	5H	6M	23570	11785	13	123	53.1	-	999	109	-	148	-	123	10.1	1251	1200

NEW KAROQ

RATING ■■■■■■■■■□ 9/10

Accomplished medium SUV that shares its underpinnings with the SEAT Ateca. Roomy, gutsy engines and quality cabin.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	SE Drive 2.0 TDI	-	5H	6M	29085	11925	15	125	59.4	-	1968	114	-	221	-	119	10.6	1485	1500
D	SE Drive 2.0 TDI	-	5H	7A	30530	12517	13	129	57.3	-	1968	114	-	184	-	119	11.0	1492	1500
D	SE Drive 2.0 TDI	-	5H	6M	30140	12357	19	128	58.0	-	1968	148	-	251	-	130	8.9	1486	1800
D	SE L 2.0 TDI	-	5H	6M	30955	12382	15	132	56.3	-	1968	114	-	221	-	119	10.6	1498	1500
D	SE L 2.0 TDI	-	5H	7A	32465	12986	13	134	55.3	-	1968	114	-	184	-	119	11.0	1505	1500
D	SE L 2.0 TDI	-	5H	6M	32020	12808	19	133	55.9	-	1968	148	-	251	-	130	8.9	1499	1800
D	SE L 2.0 TDI 4x4	429s	5H	7A	35370	14148	19	150	49.4	-	1968	148	-	266	-	126	8.8	1655	2100
D	SportLine 2.0 TDI	-	5H	6M	35140	13705	20	131	56.5	-	1968	148	-	251	-	130	8.9	1499	1800
D	SportLine 2.0 TDI 4x4	429	5H	7A	38805	17850	21	157	47.3	-	1968	148	-	266	-	126	8.8	1656	2100

ENYAQ

RATING ■■■■■■■■■□ 9/10

Skoda's electric SUV is a real stunner, with a well-priced package, great driving dynamics and a roomy cabin.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	iV 60 Loft 🔌	415	5H	1A	38970	29228	23	0	-	246.0	-	-	177	-	229	99	8.4	1998	1000
E	iV 60 Lounge 🔌	415s	5H	1A	40170	30128	23	0	-	246.0	-	-	177	-	229	99	8.4	1998	1000
E	iV 60 Suite 🔌	415s	5H	1A	40350	30263	23	0	-	246.0	-	-	177	-	229	99	8.4	1998	1000
E	iV 60 ecoSuite 🔌	415s	5H	1A	40620	30465	23	0	-	246.0	-	-	177	-	229	99	8.4	1998	1000
E	iV 80 Loft 🔌	416s	5H	1A	42925	31765	26	0	-	338.0	-	-	201	-	229	99	8.2	2111	1000
E	iV 80 Lounge 🔌	416s	5H	1A	44125	32653	26	0	-	338.0	-	-	201	-	229	99	8.2	2111	1000
E	iV 80 Suite 🔌	416s	5H	1A	44305	32786	26	0	-	338.0	-	-	201	-	229	99	8.2	2111	1000
E	iV 80 Eco Suite 🔌	416s	5H	1A	44575	32986	26	0	-	338.0	-	-	201	-	229	99	8.2	2111	1000
E	iV 80 SportLine Plus 🔌	416	5H	1A	48905	31788	28	0	-	332.0	-	-	201	-	229	99	8.2	2111	1000
E	iV 80x SportLine Plus 🔌	425	5H	1A	51765	34165	33	0	-	318.0	-	-	261	-	313	99	6.7	2200	1200
E	Coupé iV vRS 🔌	-	5H	1A	54370	29904	36	0	-	323.0	-	-	295	-	339	111	6.2	2253	1200

KODIAQ

LONG TERM TEST

RATING ■■■■■■■■■□ 9/10

Skoda's largest SUV is spacious, keenly priced and sets the cat amongst the pigeons in the large off-road class.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	SE Drive 2.0 TDI (5-seats)	-	5H	7A	35395	17344	20	141	52.6	-	1968	148	-	266	-	126	9.6	1708	2000
D	SE Drive 2.0 TDI (7-seats)	-	5H	7A	36460	18230	21	142	52.0	-	1968	148	-	266	-	126	9.8	1779	2000
D	SE Drive 2.0 TDI 4x4 (5-seats)	-	5H	7A	37460	18355	20	155	47.9	-	1968	148	-	266	-	124	9.6	1783	2300
D	SE Drive 2.0 TDI 4x4 (7-seats)	-	5H	7A	38525	19263	21	156	47.4	-	1968	148	-	266	-	124	9.8	1842	2000
D	SE L Executive 2.0 TDI (7-seats)	-	5H	7A	39255	18842	22	146	50.6	-	1968	148	-	266	-	126	9.8	1780	2000
D	SE L Executive 2.0 TDI 4x4 (7-seats)	-	5H	7A	41320	19834	22	161	46.0	-	1968	148	-	266	-	124	9.8	1843	2000
D	SE L Executive 2.0 TDI 4x4 (7-seats)	420s	5H	7A	42870	19720	27	174	42.6	-	1968	197	-	295	-	133	7.9	1823	2000
D	SportLine 2.0 TDI 4x4 (7-seats)	-	5H	7A	43175	22019	23	161	46.0	-	1968	148	-	266	-	124	9.8	1858	2000
D	SportLine 2.0 TDI 4x4 (7-seats)	420	5H	7A	44725	22810	28	174	42.6	-	1968	197	-	295	-	133	7.9	1838	2000
D	Laurin & Klement 2.0 TDI 4x4 (7-seats)	-	5H	7A	45060	21629	23	161	45.8	-	1968	148	-	266	-	124	9.8	1898	2000
D	Laurin & Klement 2.0 TDI 4x4 (7-seats)	420s	5H	7A	46610	22373	28	174	42.5	-	1968	197	-	295	-	133	7.9	1879	2000

SMART

UK dealers: 49 Warranty: 3 years/60,000 miles Maintenance: Variable schedule

FORTWO

RATING ■■■■■■■■□□ 8/10

More refined and grown up than before, with more technology and zero emissions in these EV versions.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	coupé premium 🔌	-	3H	1A	22225	9112	10	0	-	81.0	-	-	80	-	118	81	11.6	1095	0
E	coupé exclusive 🔌	-	3H	1A	23375	9584	11	0	-	81.0	-	-	80	-	118	81	11.6	1095	0
E	cabrio premium 🔌	-	20	1A	24645	10104	13	0	-	80.0	-	-	80	-	118	81	11.9	1125	0
E	cabrio exclusive 🔌	-	20	1A	25795	10318	13	0	-	80.0	-	-	80	-	118	81	11.9	1125	0

FORFOUR

RATING ■■■■■■■□□□ 7/10

Twinned with Renault's Twingo, it's a return for a smart car with the ability to carry more than two.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	premium 🔌	-	5H	1A	22295	9141	9	0	-	78.0	-	-	80	-	118	81	12.7	1200	0
E	exclusive 🔌	-	5H	1A	23445	9612	10	0	-	78.0	-	-	80	-	118	81	12.7	1200	0

SSANGYONG

UK dealers: 65 **Warranty:** 7 years/150,000 miles **Maintenance:** 12,500 miles

KORANDO

RATING ■■■■■■■□□□ 7/10

SsangYong continues to surprise buyers with a thoroughly likeable, roomy and well-priced SUV. What's not to like?

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	E-Motion ELX 🔌	-	5H	1A	32695	15040	31	0	tba	tba	-	-	tba	-	tba	tba	tba	tba	tba
E	E-Motion Ventura 🔌	-	5H	1A	35695	16420	32	0	tba	tba	-	-	tba	-	tba	tba	tba	tba	tba
E	E-Motion Ultimate 🔌	-	5H	1A	38695	17800	32	0	tba	tba	-	-	tba	-	tba	tba	tba	tba	tba
D	Ultimate	-	5H	6A	31825	14640	24	164	45.2	-	1597	134	-	239	-	111	12.0	1642	2000

REXTON

RATING COMING SOON

Classy revisions make it more distinctive. A big bruiser of an SUV, it's no longer an also ran.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Ventura	-	5H	8A	38350	19559	34	225	32.9	-	2157	199	-	325	-	114	10.7	2180	3500
D	Ultimate	-	5H	8A	40780	19982	35	225	32.9	-	2157	199	-	325	-	114	10.7	2180	3500
D	Ultimate Plus	-	5H	8A	45495	22293	39	227	32.6	-	2157	199	-	325	-	114	10.7	2180	3500

MUSSO

RATING ■■■■■■■■□□ 8/10

Accomplished pick-up that you won't buy because it's cheap. It can hold its head high amongst pricier rivals.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	EX	-	4P	6M	29463	15615	50	220	33.8	-	2157	199	-	295	-	116	tba	2145	3200
D	Rebel	-	4P	6A	34263	13705	50	236	31.5	-	2157	199	-	325	-	113	tba	2155	3500
D	Saracen	-	4P	6A	38343	12653	50	236	31.5	-	2157	199	-	325	-	113	tba	2155	3500
D	Rhino LWB	-	4P	6A	39543	12258	50	245	30.2	-	2157	199	-	325	-	114	tba	2260	3500

SUBARU

UK dealers: 71 **Warranty:** 5 years/100,000 miles **Maintenance:** 12,000 miles

XV

RATING ■■■■■■□□□□ 6/10

Difficult to pigeonhole, it's a pumped up hatchback with a penchant for going off-road.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	2.0i e-Boxer SE	-	5H	CVT	33195	14938	16	180	35.7	-	1995	148	16	143	49	120	10.7	1575	1270
PE	2.0i e-Boxer SE Premium	-	5H	CVT	35195	15486	16	180	35.7	-	1995	148	16	143	49	120	10.7	1575	1270

FORESTER

RATING ■■■■■■■□□□ 7/10

It's the farmer's friend - a rugged, chunky estate car that has overtones of an SUV.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	2.0i e-Boxer XE	-	5H	CVT	37895	19326	23	185	34.7	-	1995	148	16	143	49	117	11.8	1642	1870

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	2.0i e-Boxer Sport	-	5H	CVT	39995	21197	23	185	34.7	-	1995	148	16	143	49	117	11.8	1677	1870
PE	2.0i e-Boxer XE Premium	-	5H	CVT	40895	20856	23	185	34.7	-	1995	148	16	143	49	117	11.8	1659	1870

SOLTERRA

RATING COMING SOON

Subaru teams up with Toyota and Lexus to produce its first pure electric vehicle. We're yet to test it.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Limited AWD 🔌	-	5H	1A	49995	26997	45	0	-	289.0	-	-	215	-	248	100	6.9	2015	750
E	Touring AWD 🔌	-	5H	1A	52995	28617	46	0	-	257.0	-	-	215	-	248	100	6.9	2040	750

SUZUKI

UK dealers: 153 Warranty: 3 years/60,000 miles Maintenance: 12,500 miles

LONG TERM TEST

IGNIS

RATING ■■■■■■■■□□ 8/10

Beefed up looks and mild hybrid technology now as standard. It's fun to drive, goes well and is priced well.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	1.2 Dualjet Hybrid SZ-T MH	-	5H	5M	16249	9424	21	112	56.9	-	1197	82	3	79	37	103	12.7	895	1000
P	1.2 Dualjet Hybrid SZ-T MH	-	5H	CVT	17249	10004	20	122	52.3	-	1197	82	3	79	37	96	12.4	925	1000
P	1.2 Dualjet Hybrid SZ5 MH	-	5H	5M	17249	10522	16	112	56.9	-	1197	82	3	79	37	103	12.7	895	1000
P	1.2 Dualjet Hybrid SZ5 MH	-	5H	CVT	18249	11132	16	122	52.3	-	1197	82	3	79	37	96	12.4	925	1000
P	1.2 Dualjet Hybrid SZ5 Allgrip MH	406	5H	5M	18249	11132	15	121	52.4	-	1197	82	3	79	37	103	12.8	940	1000

SWIFT

RATING ■■■■■■■□□□ 7/10

Latest incarnation is cute, and as good to drive as before. It's Euro-focused and has more kit. It's a winner.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	1.2 Dualjet Hybrid SZ-L MH	410s	5H	5M	15499	7285	20	106	59.7	-	1197	82	3	79	37	112	13.1	911	1000
P	1.2 Dualjet Hybrid SZ-T MH	-	5H	CVT	17999	7740	20	115	55.3	-	1197	82	3	79	37	109	12.2	946	1000
P	1.2 Dualjet Hybrid SZ5 MH	410	5H	5M	18499	8695	20	106	59.7	-	1197	82	3	79	37	112	13.1	911	1000
P	1.2 Dualjet Hybrid SZ5 MH	-	5H	CVT	19499	9165	21	115	55.3	-	1197	82	3	79	37	109	12.2	946	1000
P	1.2 Dualjet Hybrid SZ5 Allgrip MH	-	5H	5M	19499	9360	20	121	52.3	-	1197	82	3	79	37	106	13.8	991	1000
P	1.4 Boosterjet Mild Hybrid Sport MH	431	5H	6M	22570	10608	28	125	50.4	-	1373	127	13	173	39	130	9.1	1025	0

SWACE

RATING ■■■■■■■■□□ 8/10

The second new car that's a Toyota under the skin, and this time it is built in the UK at Derby. We really rate it.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	1.8 Hybrid SZ-T	411	5E	CVT	27499	12925	16	103	64.2	-	1798	101	71	105	120	112	11.1	1420	750
PE	1.8 Hybrid SZ5	411s	5E	CVT	29299	13771	17	103	64.2	-	1798	101	71	105	120	112	11.1	1420	750

S-CROSS

RATING ■■■■■■■□□□ 7/10

New S-Cross looks good, squeezes in more technology, and is more efficient than before.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	1.4 Boosterjet Mild Hybrid Motion MH	428	5H	6M	24999	13249	22	120	53.2	-	1373	127	13	173	39	121	9.5	1235	1500
PE	1.5 Hybrid Motion	-	5H	6A	26749	13375	16	118	54.3	-	1462	114	33	102	44	108	12.7	1308	1200
PE	1.5 Hybrid Ultra Allgrip	-	5H	6A	31549	14828	16	132	48.7	-	1462	114	33	102	44	108	13.5	1378	1200

VITARA

RATING ■■■■■■■■□□ 8/10

It's reliable, rugged and will suit keener drivers, as well as being generously equipped.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	1.4 Boosterjet Mild Hybrid SZ-T MH	-	5H	6M	23749	10450	19	121	52.7	-	1373	127	13	173	39	121	9.5	1205	1500
P	1.4 Boosterjet Mild Hybrid SZ5 MH	-	5H	6M	25749	11072	20	121	52.7	-	1373	127	13	173	39	121	9.5	1205	1500
PE	1.5 Hybrid SZ-T AGS	-	5H	6A	25499	12240	18	121	53.0	-	1462	114	33	102	44	111	12.7	1268	1200
PE	1.5 Hybrid SZ5 AGS	-	5H	6A	27499	13750	18	121	53.0	-	1462	114	33	102	44	111	12.7	1268	1200
PE	1.5 Hybrid SZ5 Allgrip AGS	-	5H	6A	29299	14357	16	132	48.4	-	1462	114	33	102	44	111	13.5	1315	1200

LONG TERM TEST

ACROSS

RATING ■■■■■■■■□□ 8/10

Born out of a partnership with Toyota, it's basically a RAV4 PHEV in a sensible suit, and it's cheaper, too.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	2.5 PHEV E-Four 🔌	409	5H	CVT	46629	21449	39	22	282.4	46.6	2487	182	233	167	199	112	6.0	1940	1500

TESLA

UK dealers: 25 Warranty: 4 years/50,000 miles Maintenance: 12,500 miles

MODEL 3

RATING ■■■■■■■■■□ 9/10

Finally it's here, but more expensive than original estimations. It makes entry to the Tesla club more affordable.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	🔌	-	4S	1A	48490	31034	tba	0	-	305.0	-	-	302	-	tba	140	5.8	1847	1000
E	Long Range 🔌	-	4S	1A	57490	32194	50	0	-	374.0	-	-	469	-	tba	145	4.2	1847	1000
E	Performance 🔌	-	4S	1A	61490	33820	50	0	-	340.0	-	-	483	-	tba	162	3.1	1931	0

MODEL Y

RATING ■■■■■■■■■□ 9/10

The fourth Tesla makes its debut in the UK, with more space than the 3, yet the same accomplished package.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	🔌	-	5H	1A	51990	36393	tba	0	-	283.0	-	-	tba	-	tba	135	6.6	tba	1600
E	Long Range 🔌	425	5H	1A	57990	40593	50	0	-	331.0	-	-	507	-	tba	135	4.8	tba	1600
E	Performance 🔌	-	5H	1A	67990	41474	50	0	-	319.0	-	-	527	-	tba	155	3.5	tba	1600

TOYOTA

UK dealers: 181 Warranty: 3 years/60,000 miles Maintenance: 10,000 miles

AYGO X

RATING ■■■■■■■□□□ 7/10

Retains the cuteness and sharp styling of the original, all mixed up in a more fashionable SUV-esque bodystyle.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	Pure 1.0 WT-i	428s	5H	5M	15655	7358	5	109	58.9	-	998	71	-	69	-	98	14.9	945	0
P	Pure 1.0 WT-i	-	5H	CVT	16755	7875	6	113	56.5	-	998	71	-	69	-	94	14.8	965	0
P	Edge 1.0 WT-i	428	5H	5M	17355	7636	6	110	56.0	-	998	71	-	69	-	98	14.9	945	0
P	Edge 1.0 WT-i	-	5H	CVT	18455	8120	6	113	56.5	-	998	71	-	69	-	94	14.8	965	0
P	Exclusive 1.0 WT-i	428s	5H	5M	18575	7987	7	110	56.0	-	998	71	-	69	-	98	14.9	945	0
P	Exclusive 1.0 WT-i	-	5H	CVT	19675	8460	7	113	56.5	-	998	71	-	69	-	94	14.8	965	0
P	Air Edition 1.0 WT-i	428s	5H	5M	19045	8189	tba	110	56.0	-	998	71	-	69	-	98	14.9	945	0
P	Air Edition 1.0 WT-i	-	5H	CVT	20225	8697	tba	113	56.5	-	998	71	-	69	-	94	14.8	965	0
P	Limited Edition 1.0 WT-i	428s	5H	5M	20500	7995	7	110	56.0	-	998	71	-	69	-	98	14.9	945	0
P	Limited Edition 1.0 WT-i	-	5H	CVT	21600	8424	7	114	54.7	-	998	71	-	69	-	94	14.8	965	0

YARIS

RATING ■■■■■■■■□□ 8/10

It's been beefed up with pseudo crossover styling inspired by the C-HR. Hybrid only this time around, too.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Icon 1.5 WT-i Hybrid	426s	5H	CVT	21460	14378	13	92	68.9	-	1490	90	79	89	104	108	9.7	1085	450
PE	Design 1.5 WT-i Hybrid	426s	5H	CVT	22520	14188	14	92	68.9	-	1490	90	79	89	104	108	9.7	1085	450
PE	GR Sport 1.5 WT-i Hybrid	-	5H	CVT	24420	15385	14	99	64.2	-	1490	90	79	89	104	108	9.7	1085	450
PE	Excel 1.5 WT-i Hybrid	426	5H	CVT	24420	15385	14	98	65.7	-	1490	90	79	89	104	108	9.7	1090	450

YARIS CROSS

RATING ■■■■■■■■□□ 8/10

Compact hybrid SUV to compete against the Ford Puma and Nissan Juke. It arrives in showrooms this September.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Icon 1.5 WT-i Hybrid 2WD	420s	5H	CVT	24350	16071	11	100	64.1	-	1490	90	79	89	104	105	11.2	1265	750
PE	Design 1.5 WT-i Hybrid 2WD	420	5H	CVT	26040	16666	12	102	64.1	-	1490	90	79	89	104	105	11.2	1265	750
PE	Excel 1.5 WT-i Hybrid 2WD	420s	5H	CVT	28615	17169	12	112	64.1	-	1490	90	79	89	104	105	11.2	1265	750
PE	Excel 1.5 WT-i Hybrid AWD-i	-	5H	CVT	30975	17656	12	115	55.3	-	1490	90	79	89	104	105	11.8	1360	750
PE	GR Sport 1.5 WT-i Hybrid 2WD	-	5H	CVT	28970	17382	12	112	64.1	-	1490	90	79	89	104	105	11.2	1265	750

NEW COROLLA

RATING COMING SOON

Revisions to a legendary package. Tweaks to the hatchback and estate are combined with more powerful engines.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Icon 1.8 WT-i Hybrid	-	5H	CVT	29610	16582	tba	102	tba	-	1798	tba	tba	tba	tba	tba	tba	tba	tba
PE	Icon 2.0 WT-i Hybrid	-	5H	CVT	31355	17245	18	108	tba	-	1799	tba	tba	tba	tba	tba	tba	tba	tba
PE	Design 1.8 WT-i Hybrid	-	5H	CVT	31180	17773	15	110	tba	-	1800	tba	tba	tba	tba	tba	tba	tba	tba
PE	Design 2.0 WT-i Hybrid	-	5H	CVT	32925	18109	21	115	tba	-	1801	tba	tba	tba	tba	tba	tba	tba	tba
PE	GR Sport 1.8 WT-i Hybrid	-	5H	CVT	32390	19110	14	112	tba	-	1802	tba	tba	tba	tba	tba	tba	tba	tba
PE	GR Sport 2.0 WT-i Hybrid	-	5H	CVT	34135	19798	20	116	tba	-	1803	tba	tba	tba	tba	tba	tba	tba	tba
PE	Excel 1.8 WT-i Hybrid	-	5H	CVT	32800	18696	15	112	tba	-	1804	tba	tba	tba	tba	tba	tba	tba	tba
PE	Excel 2.0 WT-i Hybrid	-	5H	CVT	34545	19345	21	117	tba	-	1805	tba	tba	tba	tba	tba	tba	tba	tba
PE	Touring Sports Icon 1.8 WT-i Hybrid	-	5E	CVT	30945	18258	15	103	tba	-	1798	tba	tba	tba	tba	tba	tba	tba	tba
PE	Touring Sports Icon 2.0 WT-i Hybrid	-	5E	CVT	32690	18633	18	109	tba	-	1799	tba	tba	tba	tba	tba	tba	tba	tba
PE	Touring Sports Design 1.8 WT-i Hybrid	-	5E	CVT	32515	19184	15	112	tba	-	1800	tba	tba	tba	tba	tba	tba	tba	tba
PE	Touring Sports Design 2.0 WT-i Hybrid	-	5E	CVT	34260	19871	21	118	tba	-	1801	tba	tba	tba	tba	tba	tba	tba	tba
PE	Touring Sports GR Sport 1.8 WT-i Hybrid	-	5E	CVT	34105	20463	14	112	tba	-	1802	tba	tba	tba	tba	tba	tba	tba	tba
PE	Touring Sports GR Sport 2.0 WT-i Hybrid	-	5E	CVT	35850	21152	20	118	tba	-	1803	tba	tba	tba	tba	tba	tba	tba	tba
PE	Touring Sports Excel 1.8 WT-i Hybrid	-	5E	CVT	34515	20019	15	112	tba	-	1804	tba	tba	tba	tba	tba	tba	tba	tba
PE	Touring Sports Excel 2.0 WT-i Hybrid	-	5E	CVT	36260	20668	21	118	tba	-	1805	tba	tba	tba	tba	tba	tba	tba	tba

MIRAI

RATING ■■■■■■■□□□ 7/10

Not for retail buyers just yet, but a fantastic poster child for hydrogen fuel cell technology. It's huge inside.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
H	Design	414s	4S	1A	49995	21998	34	0	-	400.0	-	-	180	-	221	108	9.0	1900	0
H	Design Plus Pack	414s	4S	1A	53995	22138	34	0	-	400.0	-	-	180	-	221	108	9.0	1900	0
H	Design Premium Pack	414	4S	1A	64995	22748	34	0	-	400.0	-	-	180	-	221	108	9.0	1900	0

C-HR

RATING ■■■■■■■□□□ 7/10

Toyota applies its hybrid knowhow to the compact crossover market and takes the segment by storm.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Icon 1.8 WT-i Hybrid	422s	5H	CVT	29330	14958	15	110	57.6	-	1798	97	71	105	120	105	11.0	1420	725
PE	Design 1.8 WT-i Hybrid	422s	5H	CVT	32285	16465	15	112	57.6	-	1798	97	71	105	120	105	11.0	1420	725
PE	Design 2.0 WT-i Hybrid	405s	5H	CVT	33905	17631	23	119	54.3	-	1987	150	107	140	149	111	8.2	1490	725
PE	Excel 1.8 WT-i Hybrid	422s	5H	CVT	33840	16920	16	112	57.6	-	1798	97	71	105	120	105	11.0	1420	725
PE	Excel 2.0 WT-i Hybrid	405s	5H	CVT	35460	17730	23	120	54.3	-	1987	150	107	140	149	111	8.2	1490	725
PE	GR Sport 1.8 WT-i Hybrid	422	5H	CVT	33840	18950	16	112	57.6	-	1798	97	71	105	120	105	11.0	1420	725
PE	GR Sport 2.0 WT-i Hybrid	405s	5H	CVT	35460	19858	22	120	54.3	-	1987	150	107	140	149	111	8.2	1490	725

BZ4X

RATING COMING SOON

Toyota's first foray into the EV market with a purpose built SUV, in association with Subaru. It arrives later this year.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Pure 🔌	-	5H	1A	43780	24079	35	0	-	317.0	-	-	201	-	196	99	7.5	1900	750
E	Motion 🔌	-	5H	1A	47580	25693	36	0	-	312.0	-	-	201	-	196	99	7.5	1900	750
E	Motion AWD 🔌	-	5H	1A	50180	26595	38	0	-	286.0	-	-	215	-	249	99	6.9	2000	750
E	Vision 🔌	-	5H	1A	49480	26719	36	0	-	277.0	-	-	201	-	196	99	7.5	1900	750
E	Vision AWD 🔌	-	5H	1A	52080	27602	38	0	-	259.0	-	-	215	-	249	99	6.9	2000	750
E	Premiere Edition AWD 🔌	-	5H	1A	53380	28291	38	0	-	257.0	-	-	215	-	249	99	6.9	2000	750

RAV4

RATING ■■■■■■■■□□ 8/10

Chunkier, more rugged, and most importantly with extra frugality. There are higher equipment levels, too.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Icon 2.5 WT-i Hybrid 2WD	-	5H	CVT	35350	18736	25	126	50.4	-	2487	176	118	163	149	111	8.4	1590	800
PE	Design 2.5 WT-i Hybrid 2WD	-	5H	CVT	38150	20220	26	129	50.4	-	2487	176	118	163	149	111	8.4	1590	800
PE	Design 2.5 WT-i Hybrid AWD	-	5H	CVT	40525	20263	28	131	48.7	-	2487	176	172	163	149	111	8.1	1650	1650
PE	Excel 2.5 WT-i Hybrid 2WD	-	5H	CVT	41135	22213	26	130	50.4	-	2487	176	118	163	149	111	8.4	1590	800
PE	Excel 2.5 WT-i Hybrid AWD	-	5H	CVT	43510	22625	30	131	48.7	-	2487	176	172	163	149	111	8.1	1650	1650
PE	Dynamic 2.5 WT-i Hybrid 2WD	-	5H	CVT	41535	22014	27	130	50.4	-	2487	176	118	163	149	111	8.4	1590	800
PE	Dynamic 2.5 WT-i Hybrid AWD	-	5H	CVT	43910	22394	30	131	48.7	-	2487	176	172	163	149	111	8.1	1650	1650
PE	Design Plug-in 2.5 WT-i Hybrid AWD 🔌	411s	5H	CVT	44140	23836	36	22	282.4	46.0	2487	182	233	167	199	111	6.0	1930	1500
PE	Dynamic Plug-in 2.5 WT-i Hybrid AWD 🔌	411	5H	CVT	45755	26538	34	22	282.4	46.0	2487	182	233	167	199	111	6.0	1930	1500

LAND CRUISER

RATING ■■■■■■■□□□ 7/10

The vehicle of choice in tough environments like Africa and Australia. It's spacious and totally indestructable.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Active 2.8 D-4D (5-seat)	-	3H	6A	46235	18494	39	239	31.0	-	2755	201	-	369	-	108	9.9	2030	3000
D	Active 2.8 D-4D (5-seat)	-	5H	6A	47580	20935	39	245	31.0	-	2755	201	-	369	-	108	9.9	2425	3000
D	Active 2.8 D-4D (7-seat)	413s	5H	6A	47855	21535	39	246	31.0	-	2755	201	-	369	-	108	9.9	2425	3000
D	Invincible 2.8 D-4D (7-seat)	413	5H	6A	62710	31355	38	250	31.0	-	2755	201	-	369	-	108	9.9	2425	3000

HIGHLANDER

RATING ■■■■■■■□□□ 7/10

Toyota is encroaching on Lexus territory with the Highlander. It's big, hybrid powered and costs more than £50k.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Excel Premium 2.5 WT-i Hybrid AWD	412	5H	CVT	57920	30118	40	160	39.7	-	2487	188	234	176	199	111	8.3	2050	2000

HILUX

RATING ■■■■■■■■□□ 8/10

More dramatic styling and an update results in a highly competitive package. It's more expensive than before, too.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Double Cab Active 2.4 D-4D	-	4P	6M	34635	20781	41	241	31.7	-	2393	148	-	295	-	105	13.2	2105	3500
D	Double Cab Icon 2.4 D-4D	-	4P	6M	37185	22311	41	233	31.7	-	2393	148	-	295	-	105	13.2	2105	3500
D	Double Cab Icon 2.4 D-4D	-	4P	6A	38685	23211	41	241	30.7	-	2393	148	-	295	-	105	12.8	2110	3500
D	Double Cab Invincible 2.4 D-4D	-	4P	6M	40135	24081	42	234	31.7	-	2393	148	-	295	-	105	13.2	2105	3500
D	Double Cab Invincible 2.4 D-4D	-	4P	6A	41635	24981	42	242	30.7	-	2393	148	-	295	-	105	12.8	2110	3500
D	Double Cab Invincible 2.8 D-4D	-	4P	6M	40485	25101	45	224	33.2	-	2755	201	-	310	-	108	10.1	2120	3500
D	Double Cab Invincible 2.8 D-4D	409s	4P	6A	41985	26031	45	246	30.0	-	2755	201	-	369	-	108	10.7	2125	3500
D	Double Cab Invincible X 2.8 D-4D	-	4P	6M	44485	27581	45	225	33.2	-	2755	201	-	310	-	108	10.1	2120	3500
D	Double Cab Invincible X 2.8 D-4D	409	4P	6A	45985	28511	45	248	30.0	-	2755	201	-	369	-	108	10.7	2125	3500
D	Double Cab GR Sport 2.8 D-4D	-	4P	6A	48160	29378	43	248	30.0	-	2755	201	-	369	-	108	10.7	2125	3500

PROACE VERSO

RATING ■■■■■■■■□□ 8/10

Spacious van with windows, with French underpinnings. It's good to drive, and is packed with equipment.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Shuttle (M) 2.0 D (9-seats)	-	5M	6M	42895	18874	tba	186	39.8	-	1997	142	-	251	-	114	13.0	1644	2300
D	Family (M) 2.0 D (8-seats)	-	5M	6M	44395	21310	20	185	40.4	-	1997	142	-	251	-	114	13.0	1630	2300
D	Family (M) 2.0 D (8-seats)	431	5M	8A	46795	22930	21	186	40.4	-	1997	174	-	295	-	114	8.8	1655	2000
D	Shuttle (L) 2.0 D (9-seats)	-	5M	6M	43345	19505	tba	188	39.8	-	1997	142	-	251	-	114	13.0	1611	2300
D	VIP (L) 2.0 D (7-seats)	-	5M	8A	56370	28749	24	193	39.8	-	1997	174	-	295	-	114	8.8	1913	2000

VAUXHALL

UK dealers: 290 Warranty: 3 years/60,000 miles Maintenance: 20,000 miles (12,500 miles) Corsa and Mokka Petrol and Combo-e (16,000 miles) Corsa-e/Mokka-e, Grandland Hybrid

CORSA

RATING ■■■■■■■■□□ 8/10

Sharing its underpinnings with the Peugeot 208, it's dominating the sales charts with affordable technology.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	Design 1.2	-	5H	5M	18015	8467	12	119	55.4	-	1199	74	-	87	-	108	12.4	1055	500
P	Design 1.2 Turbo	-	5H	6M	18915	8701	21	114	57.6	-	1199	99	-	151	-	121	9.3	1165	1200
P	Design 1.2 Turbo	-	5H	8A	20645	9497	19	123	55.4	-	1199	99	-	151	-	119	10.2	1233	1200
P	GS Line 1.2	-	5H	5M	20165	9276	12	120	55.4	-	1199	74	-	87	-	108	12.4	1055	500
P	GS Line 1.2 Turbo	-	5H	6M	21065	9690	19	116	57.6	-	1199	99	-	151	-	121	9.3	1165	1200
P	GS Line 1.2 Turbo	-	5H	8A	23765	10932	23	123	54.3	-	1199	129	-	170	-	129	8.2	1233	1200
E	GS Line Electric 🔌	402s	5H	1A	31130	16188	24	0	-	222.0	-	-	134	-	192	93	7.6	1530	0
E	Anniversary Edition Electric 🔌	402s	5H	1A	31000	16430	25	0	-	222.0	-	-	134	-	192	93	7.6	1530	0
P	Ultimate 1.2 Turbo	-	5H	6M	24050	11785	17	116	57.6	-	1199	99	-	151	-	121	9.3	1165	1200
P	Ultimate 1.2 Turbo	-	5H	8A	26750	13108	23	123	54.3	-	1199	129	-	170	-	129	8.2	1233	1200
E	Ultimate Electric 🔌	402s	5H	1A	33735	18217	25	0	-	222.0	-	-	134	-	192	93	7.6	1530	0

ASTRA

RATING ■■■■■■■■□□ 8/10

Talk about transformation, the Astra adopts an edgier look, advanced equipment and frugal engines.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	Design 1.2 Turbo	-	5H	6M	25240	11106	16	123	52.3	-	1199	109	-	151	-	124	10.5	1332	1250
P	Design 1.2 Turbo	-	5H	6M	25840	11370	17	123	52.3	-	1199	129	-	170	-	130	9.7	1341	1250

SPECIAL (AND SOME NOT SO SPECIAL) EDITIONS

PEUGEOT 208 XY

PEUGEOT 208 XY
PEUGEOT

Strictly speaking, this wasn't a special edition Peugeot 208, it was a regular model in the range, however, the number that they sold made it pretty exclusive. Less than 1,500 examples were sold here, with roughly a third featuring a petrol engine, and the remaining two thirds powered by diesel powerplants. The concept behind the 208 XY was an interesting one, as luxurious small cars were all the rage in France. Models like the 205 Gentry and Roland Garros were popular, and the latter was made available in the 206 and 207, too. Maybe if the 208 XY had been offered with the five-door bodystyle, instead of being exclusively sold in three-door guise, it might have been more popular. Just four colours were ever available, too, limiting the appeal, with a colour called Purple Night available alongside Nera Black, Bianca White and Twilight Blue. Optional leather upholstery and a long list of standard equipment meant that the 208 XY sat towards the top of the supermini line-up and had a lofty price tag. Launched at the same time as the 208 GTi, DieselCar was the first magazine in the world to test the 208 XY e-HDi at its international launch in France in March 2013. XY versions of the 208 were elbowed out of the range in mid-2015 in favour of GT-Line editions, which proved to be much more popular on account of being available with a wide range of engines and colours, and both three- and five-door bodystyles.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	Design 1.2 Turbo	-	5H	8A	27340	12030	18	125	50.4	-	1199	129	-	170	-	130	9.7	1371	1400
D	Design 1.5 Turbo D	430s	5H	8A	28340	11903	19	127	56.5	-	1498	129	-	221	-	130	10.6	1438	1550
P	GS Line 1.2 Turbo	-	5H	6M	28135	12379	18	125	52.3	-	1199	129	-	170	-	130	9.7	1341	1250
D	GS Line 1.5 Turbo D	430	5H	8A	30635	13173	18	129	56.5	-	1498	129	-	221	-	130	10.6	1438	1550
PE	GS Line 1.6 Turbo Plug-in Hybrid 🔌	-	5H	8A	35735	16081	26	23	256.8	42.0	1598	148	109	184	236	140	7.7	1678	1450
D	Ultimate 1.5 Turbo D	430s	5H	8A	33790	13854	21	132	56.5	-	1498	129	-	221	-	130	10.6	1438	1550
PE	Ultimate 1.6 Turbo Plug-in Hybrid 🔌	-	5H	8A	38850	17094	28	24	256.8	42.0	1598	148	109	184	236	140	7.7	1678	1450
P	ST Design 1.2 Turbo	-	5E	6M	26440	11369	16	125	50.4	-	1199	109	-	151	-	124	10.8	1376	1200
D	ST Design 1.5 Turbo D	-	5E	8A	29540	12407	19	129	57.6	-	1498	129	-	221	-	129	11.0	1483	1500
D	ST GS Line 1.5 Turbo D	-	5E	8A	31875	13388	21	131	57.6	-	1498	129	-	221	-	129	11.0	1483	1500
PE	ST GS Line 1.6 Turbo Plug-in Hybrid 🔌	-	5E	8A	36935	16621	27	23	256.8	42.0	1598	148	109	184	236	140	7.7	1717	1400

LONG TERM TEST

MOKKA

RATING ■■■■■■■■□□ 8/10

Marks a new era under Stellantis ownership. It shows off future design and utilises group parts bin to the full.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	Design 1.2 Turbo	-	5H	6M	23440	12892	14	125	53.3	-	1199	101	-	151	-	116	10.6	1270	1200
P	Design 1.2 Turbo	-	5H	6M	24640	13798	20	124	52.3	-	1199	129	-	170	-	125	9.1	1275	1200
P	GS Line 1.2 Turbo	-	5H	6M	25815	14456	15	125	53.3	-	1199	101	-	151	-	116	10.6	1270	1200
E	GS Line Electric 🔌	LTs	5H	1A	34910	19550	22	0	-	209.0	-	-	134	-	192	93	9.2	1598	0
E	Ultimate Electric 🔌	414s	5H	1A	37220	20843	23	0	-	209.0	-	-	134	-	192	93	9.2	1598	0

LONG TERM TEST

NEW GRANDLAND

RATING ■■■■■■■■□□ 8/10

Grandland gets a new face, a smoother profile, drops the X and has a technological uplift inside.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Design 1.5 Turbo D	LTs	5H	8A	30095	12038	16	142	52.3	-	1499	129	-	221	-	119	12.3	1523	1300
D	GS Line 1.5 Turbo D	LTs	5H	8A	32355	13266	16	143	52.3	-	1499	129	-	221	-	119	12.3	1523	1300
PE	GS Line 1.6 Turbo Plug-in Hybrid 🔌	425	5H	8A	37455	18728	21	28	235.4	41.0	1598	178	109	221	236	140	8.9	1735	1250
D	Ultimate 1.5 Turbo D	LT	5H	8A	36005	14762	17	145	52.3	-	1499	129	-	221	-	119	12.3	1523	1300
PE	Ultimate 1.6 Turbo Plug-in Hybrid 🔌	425s	5H	8A	41010	18865	24	28	235.4	41.0	1598	178	109	221	236	140	8.9	1735	1250

COMBO LIFE

RATING ■■■■■■■■□□ 8/10

Further fruits of Stellantis parentage with a van-based MPV that shares a design with the Berlingo and Rifter.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Design Electric (5-seats) 🔌	-	5M	1A	34035	15316	16	0	-	174.0	-	-	136	-	192	84	11.7	1664	750
E	Ultimate Electric (5-seats) 🔌	-	5M	1A	35895	16153	tba	0	-	174.0	-	-	136	-	192	84	11.7	1664	750
E	Design XL Electric (7-seats) 🔌	-	5M	1A	34635	16625	18	0	-	174.0	-	-	136	-	192	84	11.7	1738	750
E	Ultimate XL Electric (7-seats) 🔌	-	5M	1A	36495	17518	tba	0	-	174.0	-	-	136	-	192	84	11.7	1738	750

VIVARO LIFE

RATING ■■■■■■■■□□ 8/10

British built, and shares its underpinnings with its French stablemates, it's roomy, efficient and well kitted out.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Combi Medium Electric (9-seats) 🔌	-	5M	1A	37320	19780	tba	0	-	143.0	-	-	134	-	192	81	13.1	2087	1000
E	Elite Medium Electric (8-seats) 🔌	-	5M	1A	50630	20252	33	0	-	143.0	-	-	134	-	192	81	13.1	1969	1000
E	Combi Long Electric (9-seats) 🔌	-	5M	1A	37520	20261	tba	0	-	143.0	-	-	134	-	192	81	13.1	2102	1000
E	Elite Long Electric (8-seats) 🔌	-	5M	1A	50990	20396	36	0	-	143.0	-	-	134	-	192	81	13.1	1989	1000

VOLKSWAGEN

UK dealers: 180 Warranty: 3 years/60,000 miles Maintenance: Variable schedule (up! 10,000 miles)

UP!

RATING ■■■■■■■■■□ 9/10

Cute city car sits towards the top of the class. Features upmarket trappings and is a delight to drive.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	1.0	-	3H	5M	14070	6472	2	115	55.4	-	999	64	-	67	-	101	15.6	991	0
P	1.0	-	5H	5M	14480	7095	2	116	55.4	-	999	64	-	67	-	101	15.6	991	0
P	Black Edition 1.0	-	5H	5M	14765	7383	3	118	54.3	-	999	64	-	67	-	101	15.6	991	0
P	Beats 1.0	-	5H	5M	15175	8195	3	116	55.4	-	999	64	-	67	-	101	15.6	991	0
P	R-Line 1.0	-	5H	5M	16035	8018	3	118	54.3	-	999	64	-	67	-	101	15.6	991	0
P	GTI 1.0 TSI	385	3H	6M	17810	10152	17	124	51.4	-	999	114	-	148	-	122	8.8	1072	0
P	GTI 1.0 TSI	-	5H	6M	18220	10750	17	125	51.4	-	999	114	-	148	-	122	8.8	1072	0

POLO

RATING ■■■■■■■■□□ 8/10

One of the classiest superminis on sale gains extra technology and a fresh new look. It regularly tops the charts.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	Life 1.0	-	5H	5M	19030	11608	3	124	51.4	-	999	79	-	69	-	106	15.5	1132	800
P	Life 1.0 TSI	422s	5H	5M	19970	11982	9	118	54.3	-	999	94	-	129	-	116	10.8	1172	1000
P	Life 1.0 TSI	-	5H	7A	21405	12843	9	125	51.4	-	999	94	-	129	-	116	11.3	1204	1000
P	Style 1.0 TSI	422	5H	5M	22105	12158	10	119	54.3	-	999	94	-	129	-	116	10.8	1172	1000
P	R-Line 1.0 TSI	422s	5H	5M	22105	12158	10	119	54.3	-	999	94	-	129	-	116	10.8	1172	1000

GOLF

RATING ■■■■■■■■□□ 8/10

The standard bearer has been totally refreshed with new twin dosing diesel engines and a lengthy list of equipment.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	Life 1.0 TSI	-	5H	6M	25610	13061	14	122	52.3	-	999	109	-	148	-	126	10.2	1257	1300
P	Life 1.0 eTSI MH	-	5H	7A	27530	13765	15	117	54.3	-	999	109	-	148	-	126	10.2	1302	1300
P	Life 1.5 TSI	-	5H	6M	26220	13372	17	122	52.3	-	1498	129	-	148	-	133	9.2	1306	1400
D	Life 2.0 TDI	402	5H	6M	27215	12791	17	110	67.3	-	1968	114	-	221	-	126	10.2	1378	1500
D	Life 2.0 TDI	-	5H	7A	28755	13515	17	117	62.8	-	1968	114	-	184	-	126	10.4	1386	1500
P	Style 1.5 TSI	-	5H	6M	28070	14316	18	124	51.4	-	1498	129	-	148	-	133	9.2	1306	1400
PE	Style 1.4 TSI e-Hybrid 🔌	-	5H	6A	35620	19591	24	21	313.9	43.0	1395	148	107	184	243	137	7.4	1592	1500
D	Style 2.0 TDI	-	5H	7A	31825	14958	23	119	62.8	-	1968	148	-	266	-	139	8.4	1441	1600
P	R-Line 1.5 TSI	-	5H	6M	28715	15506	18	124	51.4	-	1498	129	-	148	-	133	9.2	1306	1400
D	R-Line 2.0 TDI	-	5H	7A	32470	15910	23	119	62.8	-	1968	148	-	266	-	139	8.4	1441	1600
D	GTD 2.0 TDI	411	5H	7A	35800	21122	27	136	54.3	-	1968	197	-	295	-	152	7.1	1466	1600
PE	GTE 1.4 TSI PHEV 🔌	410	5H	6A	39205	21955	27	27	235.4	38.0	1395	148	107	184	243	140	6.7	1627	1500
P	Life 1.0 TSI	-	5E	6M	26970	12676	14	124	51.4	-	999	109	-	148	-	126	10.5	1317	1300
P	Life 1.0 eTSI MH	-	5E	7A	28890	13289	15	119	54.3	-	999	109	-	148	-	126	10.6	1365	1300
P	Life 1.5 TSI	-	5E	6M	27580	12963	17	123	52.3	-	1498	129	-	148	-	133	9.4	1361	1400
P	Life 1.5 eTSI MH	-	5E	7A	29500	13570	17	125	51.4	-	1498	129	-	148	-	133	9.4	1410	1400
D	Life 2.0 TDI	-	5E	6M	28595	12868	16	112	65.7	-	1968	114	-	221	-	126	10.5	1446	1500
D	Life 2.0 TDI	-	5E	7A	30115	13552	16	119	62.8	-	1968	114	-	184	-	126	10.7	1458	1500
D	Style 2.0 TDI	-	5E	6M	30445	13700	17	114	64.2	-	1968	114	-	221	-	126	10.5	1446	1500
D	Style 2.0 TDI	-	5E	7A	31965	14384	17	121	61.4	-	1968	114	-	184	-	126	10.7	1458	1500
D	Style 2.0 TDI	-	5E	6M	31665	14566	21	120	61.4	-	1968	148	-	251	-	139	9.1	1495	1600
D	Style 2.0 TDI	412	5E	7A	33185	15265	21	123	60.1	-	1968	148	-	266	-	139	8.9	1520	1600
D	R-Line 2.0 TDI	-	5E	6M	32310	15509	21	121	61.4	-	1968	148	-	251	-	139	9.1	1495	1600
D	R-Line 2.0 TDI	412s	5E	7A	33830	16238	22	123	60.1	-	1968	148	-	266	-	139	8.9	1520	1600
D	Alltrack 2.0 TDI 4MOTION	419	5E	7A	38755	19378	26	146	50.4	-	1968	197	-	295	-	143	7.0	1599	2000

ID.3

RATING ■■■■■■■■□□ 8/10

The first in Volkswagen's ID family. It's roomy and easy to drive, but lacks the character of other VW products.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Life Pro Performance 🔌	408	5H	1A	36990	27743	27	0	-	265.0	-	-	201	-	229	100	7.3	1812	0

ID.4

RATING ■■■■■■■■□□ 8/10

The first all-electric SUV in VW's history, built on the group's MEB platform. It's roomy, goes well, and well kitted out.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Life Edition Pure 🔌	-	5H	1A	38710	26323	20	0	-	223.0	-	-	146	-	162	100	10.9	1968	1000
E	Life Edition Pure Performance 🔌	-	5H	1A	40140	27295	23	0	-	223.0	-	-	168	-	229	100	9.0	1965	1000
E	Life Edition Pro 🔌	-	5H	1A	44470	29795	24	0	-	329.0	-	-	172	-	229	100	10.4	2123	1000
E	Life Edition Pro Performance 🔌	414s	5H	1A	45900	30294	27	0	-	329.0	-	-	201	-	229	100	8.5	2109	1000
E	Life Edition Pro Performance 4Motion 🔌	-	5H	1A	47910	31621	33	0	-	318.0	-	-	261	-	tba	112	6.9	2221	1200
E	Style Edition Pure 🔌	-	5H	1A	42115	29059	20	0	-	221.0	-	-	146	-	162	100	10.9	1968	1000
E	Style Edition Pure Performance 🔌	-	5H	1A	43545	29611	24	0	-	221.0	-	-	168	-	229	100	9.0	1965	1000
E	Style Edition Pro 🔌	-	5H	1A	47875	32076	24	0	-	326.0	-	-	172	-	229	100	10.4	2123	1000
E	Style Edition Pro Performance 🔌	414s	5H	1A	49305	32541	27	0	-	326.0	-	-	201	-	229	100	8.5	2109	1000
E	GTX 4MOTION 🔌	423	5H	1A	52730	36911	34	0	-	309.0	-	-	295	-	339	112	6.2	2224	1200
E	GTX Max 4MOTION 🔌	423s	5H	1A	58280	39630	36	0	-	301.0	-	-	295	-	339	112	6.2	2224	1200

ID.5

RATING ■■■■■■■□□□ 7/10

A sportier, coupé edition of the ID.4, that may be a little less practical, but offers similar strengths as its sister car.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Style Pro 🔌	433	5C	1A	50625	29363	27	0	-	327.0	-	-	172	-	229	100	10.4	2117	1000
E	Style Pro Performance 🔌	-	5C	1A	52100	29697	31	0	-	327.0	-	-	201	-	229	100	8.4	2117	1000
E	Tech Pro 🔌	433s	5C	1A	54020	30791	29	0	-	324.0	-	-	172	-	229	100	10.4	2117	1000
E	Tech Pro Performance 🔌	-	5C	1A	55495	31077	33	0	-	324.0	-	-	201	-	229	100	8.4	2117	1000
E	Max Pro 🔌	433s	5C	1A	57635	31699	30	0	-	322.0	-	-	172	-	229	100	10.4	2117	1000
E	Max Pro Performance 🔌	-	5C	1A	59110	31919	33	0	-	322.0	-	-	201	-	229	100	8.4	2117	1000
E	GTX Style 4MOTION 🔌	-	5C	1A	56460	35570	38	0	-	314.0	-	-	295	-	339	112	6.3	2242	1200

ID.BUZZ

RATING COMING SOON

After toying with various designs over the years, the famous silhouette returns in pure electric guise.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Life Pro 🔌	-	5H	1A	57115	31984	tba	0	-	260.0	-	-	201	-	229	90	10.2	2486	1000
E	Style Pro 🔌	-	5H	1A	61915	34672	tba	0	-	255.0	-	-	201	-	229	90	10.2	2502	1000

PASSAT

RATING ■■■■■■■■□□ 8/10

The mildest of facelifts masks a significant uplift in technology. Besides, the Passat was already damn good already.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	SE Nav 2.0 TDI EVO	-	5E	6M	34930	12575	20	127	58.9	-	1968	148	-	251	-	132	9.1	1568	2000
D	SE Nav 2.0 TDI EVO	-	5E	7A	36530	13151	22	126	58.9	-	1968	148	-	266	-	130	9.1	1599	2000
D	SEL 2.0 TDI EVO	-	5E	6M	35630	13896	21	127	58.9	-	1968	148	-	251	-	132	9.1	1568	2000
D	SEL 2.0 TDI EVO	-	5E	7A	37230	14520	22	127	58.9	-	1968	148	-	266	-	130	9.1	1599	2000
D	R-Line 2.0 TDI EVO	-	5E	7A	40335	14924	22	130	56.5	-	1968	148	-	266	-	130	9.1	1599	2000
PE	GTE 1.4 TSI PHEV 🔌	-	5E	6A	42760	18814	26	27	235.4	37.0	1395	154	114	184	243	138	7.6	1759	1600
PE	GTE Advance 1.4 TSI PHEV 🔌	-	5E	6A	45470	19552	28	28	235.4	36.0	1395	154	114	184	243	138	7.6	1759	1600

ARTEON

RATING ■■■■■■■■□□ 8/10

Elegant update to VW's upmarket fastback, now with added versatility courtesy of new Shooting Brake.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Elegance 1.4 TSI eHybrid 🔌	-	5H	6A	43670	20962	28	26	256.8	38.0	1395	148	114	184	243	138	7.8	1798	1600
D	Elegance 2.0 TDI	-	5H	7A	41195	16890	23	125	58.9	-	1968	148	-	266	-	137	9.5	1650	2000
PE	R-Line 1.4 TSI eHybrid 🔌	-	5H	6A	44625	20974	28	29	217.3	35.0	1395	148	114	184	243	138	7.8	1798	1600
D	R-Line 2.0 TDI	-	5H	7A	42150	17282	23	132	55.4	-	1968	148	-	266	-	137	9.5	1650	2000
D	R-Line 2.0 TDI	-	5H	7A	44190	17234	28	143	51.4	-	1968	197	-	295	-	147	7.9	1648	2000
D	R-Line 2.0 TDI 4MOTION	-	5H	7A	45925	18370	29	157	47.1	-	1968	197	-	295	-	145	7.4	1724	2200
PE	Shooting Brake Elegance 1.4 TSI eHybrid 🔌	-	5E	6A	44555	22278	28	26	235.4	37.0	1395	148	114	184	243	138	7.8	1814	1600
D	Shooting Brake Elegance 2.0 TDI	413s	5E	7A	42080	18094	23	127	58.9	-	1968	148	-	266	-	135	9.5	1660	2000
PE	Shooting Brake R-Line 1.4 TSI eHybrid 🔌	-	5E	6A	45510	22300	28	30	217.3	35.0	1395	148	114	184	243	138	7.8	1814	1600
D	Shooting Brake R-Line 2.0 TDI	-	5E	7A	43035	18505	23	134	55.4	-	1968	148	-	266	-	135	9.5	1660	2000
D	Shooting Brake R-Line 2.0 TDI	413	5E	7A	45075	18481	27	146	50.4	-	1968	197	-	295	-	145	7.9	1651	2000
D	Shooting Brake R-Line 2.0 TDI 4MOTION	-	5E	7A	46810	19660	29	159	46.3	-	1968	197	-	295	-	143	7.4	1733	2200

TAIGO

RATING ■■■■■■■■□□ 8/10

Take one T-Cross and up the sexiness with a coupé-esque body and the end result is the Taigo.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
P	Life 1.0 TSI	429	5H	5M	23385	11926	13	123	51.4	-	999	94	-	129	-	114	11.1	1220	1000
P	Life 1.0 TSI	-	5H	6M	24195	11856	14	123	52.3	-	999	109	-	148	-	119	10.4	1242	1100
P	Style 1.0 TSI	-	5H	6M	26945	13203	16	124	51.4	-	999	109	-	148	-	119	10.4	1242	1100
P	R-Line 1.0 TSI	-	5H	6M	27845	13644	15	125	51.4	-	999	109	-	148	-	119	10.4	1242	1100

NEW T-ROC

RATING ■■■■■■■■□□ 8/10

Update to the roomy, elevated crossover vehicle with a technology enhancement and fresh styling cues.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	C02g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Life 2.0 TDI	-	5H	6M	28865	12701	18	122	60.1	-	1968	114	-	221	-	116	10.4	1415	1500

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	Style 2.0 TDI	-	5H	6M	31610	14541	18	122	60.1	-	1968	114	-	221	-	116	10.4	1415	1500
D	Style 2.0 TDI	-	5H	6M	32890	15787	23	125	58.9	-	1968	148	-	251	-	128	8.8	1420	1600
D	Style 2.0 TDI	431	5H	7A	34575	16596	23	128	57.7	-	1968	148	-	266	-	128	8.6	1455	1600
D	Style 2.0 TDI 4MOTION	-	5H	7A	35885	16866	22	145	51.4	-	1968	148	-	266	-	125	8.5	1560	1700
D	R-Line 2.0 TDI	-	5H	6M	34335	16824	23	125	58.9	-	1968	148	-	251	-	128	8.8	1420	1600
D	R-Line 2.0 TDI	431s	5H	7A	36020	17650	24	128	57.7	-	1968	148	-	266	-	128	8.6	1455	1600
D	R-Line 2.0 TDI 4MOTION	-	5H	7A	37330	17918	22	145	51.4	-	1968	148	-	266	-	125	8.5	1560	1700

TIGUAN

RATING ■■■■■■■■■□ 9/10

Tiguan gets the new corporate look, updated diesel engines and a whole host of additional technology.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Life 1.4 TSI eHybrid 🔌	-	5H	6A	36810	21350	27	36	176.6	30.0	1395	148	114	184	243	128	7.5	1819	1800
D	Life 2.0 TDI 2WD	-	5H	6M	33235	15953	19	136	54.3	-	1968	148	-	251	-	125	9.4	1617	2000
D	Life 2.0 TDI 2WD	-	5H	7A	34860	16733	20	145	50.4	-	1968	148	-	266	-	124	9.4	1640	2000
PE	Elegance 1.4 TSI eHybrid 🔌	-	5H	6A	40020	22811	28	42	148.7	29.0	1395	148	114	184	243	128	7.5	1819	1800
D	Elegance 2.0 TDI 2WD	-	5H	7A	38425	18828	21	154	47.9	-	1968	148	-	251	-	124	9.4	1640	2000
D	Elegance 2.0 TDI 4MOTION	409	5H	7A	40055	19226	22	169	44.1	-	1968	148	-	266	-	123	9.3	1715	2500
D	Elegance 2.0 TDI 4MOTION	-	5H	7A	42365	19488	28	176	42.2	-	1968	197	-	295	-	134	7.5	1715	2500
PE	R-Line 1.4 TSI eHybrid 🔌	-	5H	6A	40495	23082	28	39	166.2	29.0	1395	148	114	184	243	128	7.5	1819	1800
D	R-Line 2.0 TDI 2WD	-	5H	7A	38545	21200	22	150	49.6	-	1968	148	-	251	-	124	9.4	1640	2000
D	R-Line 2.0 TDI 4MOTION	409s	5H	7A	40530	21481	22	164	44.8	-	1968	148	-	266	-	123	9.3	1715	2500
D	R-Line 2.0 TDI 4MOTION	-	5H	7A	42840	21848	28	171	43.5	-	1968	197	-	295	-	134	7.5	1715	2500
D	Allspace Life 2.0 TDI 2WD	-	5H	6M	36355	18905	20	140	53.3	-	1968	148	-	251	-	125	9.8	1724	2000
D	Allspace Life 2.0 TDI 2WD	-	5H	7A	37980	19750	21	149	49.6	-	1968	148	-	266	-	124	9.8	1754	2000
D	Allspace Life 2.0 TDI 4MOTION	423s	5H	7A	39965	20382	22	162	45.6	-	1968	148	-	266	-	123	9.7	1834	2500
D	Allspace Elegance 2.0 TDI 2WD	-	5H	7A	41545	20773	23	158	47.1	-	1968	148	-	266	-	124	9.8	1754	2000
D	Allspace Elegance 2.0 TDI 4MOTION	423	5H	7A	43535	21332	23	172	42.8	-	1968	148	-	266	-	123	9.7	1834	2500
D	Allspace Elegance 2.0 TDI 4MOTION	-	5H	7A	45485	22106	29	179	41.5	-	1968	197	-	295	-	135	7.8	1823	2500
D	Allspace R-Line 2.0 TDI 2WD	-	5H	7A	42020	21430	22	155	47.9	-	1968	148	-	266	-	124	9.8	1754	2000
D	Allspace R-Line 2.0 TDI 4MOTION	423s	5H	7A	43650	22698	23	169	44.1	-	1968	148	-	266	-	123	9.7	1834	2500
D	Allspace R-Line 2.0 TDI 4MOTION	-	5H	7A	45960	22980	29	175	42.2	-	1968	197	-	295	-	135	7.8	1823	2500

TOUAREG

RATING ■■■■■■■■□□ 8/10

Brought bang up-to-date with a technology overhaul, more efficient powerplants and even more space.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	SEL 3.0 V6 TDI 4MOTION	388	5H	8A	55885	19001	37	213	34.9	-	2967	228	-	369	-	138	7.6	2092	3500
D	SEL 3.0 V6 TDI 4MOTION	382s	5H	8A	58565	20498	40	212	34.9	-	2967	282	-	443	-	147	6.3	2092	3500
D	R-Line 3.0 V6 TDI 4MOTION	388s	5H	8A	59125	21876	38	215	34.4	-	2967	228	-	369	-	138	7.6	2092	3500
D	R-Line 3.0 V6 TDI 4MOTION	382s	5H	8A	61805	23486	41	214	34.4	-	2967	282	-	443	-	147	6.3	2092	3500
D	R-Line Tech 3.0 V6 TDI 4MOTION	388s	5H	8A	62560	24398	39	215	34.4	-	2967	228	-	369	-	138	7.6	2092	3500
D	R-Line Tech 3.0 V6 TDI 4MOTION	382	5H	8A	65240	26096	41	215	34.4	-	2967	282	-	443	-	147	6.3	2092	3500
D	Black Edition 3.0 V6 TDI 4MOTION	388s	5H	8A	65305	30040	41	217	34.0	-	2967	228	-	369	-	138	7.6	2092	3500
D	Black Edition 3.0 V6 TDI 4MOTION	382s	5H	8A	67985	31953	43	216	34.0	-	2967	282	-	443	-	147	6.3	2092	3500

CADDY LIFE

RATING COMING SOON

Brought bang up-to-date with a technology overhaul, more efficient powerplants and even more space.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	SWB C20 2.0 TDI	-	5M	6M	27863	15046	tba	126	57.6	-	1968	101	-	207	-	109	13.5	1685	1500
D	SWB C20 2.0 TDI	-	5M	7A	31191	16531	tba	134	55.4	-	1968	120	-	236	-	116	11.4	1713	1500
D	SWB Life C20 2.0 TDI	-	5M	6M	30491	16160	tba	128	57.6	-	1968	101	-	207	-	109	13.5	1685	1500
D	SWB Life C20 2.0 TDI	-	5M	6M	31649	16774	tba	127	57.6	-	1968	120	-	236	-	116	11.2	1687	1500
D	SWB Life C20 2.0 TDI	-	5M	7A	33819	17924	tba	135	55.4	-	1968	120	-	236	-	116	11.4	1713	1500
D	Maxi C20 2.0 TDI	-	5M	6M	29277	15517	tba	132	55.4	-	1968	101	-	207	-	109	14.0	1796	1500
D	Maxi C20 2.0 TDI	-	5M	7A	32565	16934	tba	139	53.3	-	1968	120	-	236	-	116	11.8	1822	1500
D	Maxi Life C20 2.0 TDI	-	5M	6M	31905	16272	tba	133	55.4	-	1968	101	-	207	-	109	14.0	1796	1500
D	Maxi Life C20 2.0 TDI	-	5M	6M	33063	17193	tba	132	56.5	-	1968	120	-	236	-	116	11.6	1796	1500
D	Maxi Life C20 2.0 TDI	-	5M	7A	35193	18300	tba	140	53.3	-	1968	120	-	236	-	116	11.8	1822	1500

MULTIVAN

RATING COMING SOON

Replaces the Caravelle in the line-up, featuring a more flexible interior, greater connectivity and is more eco-friendly.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Standard Life 1.4 eHybrid 🔌	-	5M	6A	49345	27633	tba	41	156.9	29.8	1395	148	114	184	243	119	9.0	2208	1600
D	Standard Life 2.0 TDI	-	5M	7A	44950	21576	tba	170	43.5	-	1968	148	-	266	-	118	11.6	2139	2000
PE	Standard Style 1.4 eHybrid 🔌	-	5M	6A	59545	32750	tba	41	156.9	29.8	1395	148	114	184	243	119	9.0	2234	1600
D	Standard Style 2.0 TDI	-	5M	7A	55510	27200	tba	172	43.5	-	1968	148	-	266	-	118	11.6	2161	2000
PE	Long Life 1.4 eHybrid 🔌	-	5M	6A	50695	27882	tba	41	156.9	29.8	1395	148	114	184	243	119	9.0	2191	1600
D	Long Life 2.0 TDI	-	5M	7A	46660	21930	tba	171	42.8	-	1968	148	-	266	-	118	11.6	2166	2000
PE	Long Style 1.4 eHybrid 🔌	-	5M	6A	60895	33492	tba	42	156.9	29.2	1395	148	114	184	243	119	9.0	2257	1600
D	Long Style 2.0 TDI	-	5M	7A	56860	27861	tba	173	42.8	-	1968	148	-	266	-	118	11.6	2189	2000

TRANSPORTER 6.1

RATING COMING SOON

It's a legend. Sturdy, comfortable, with a wide range of models. It's also pretty expensive.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
D	SWB S 2.0 TDI	-	5M	6M	43475	26955	tba	191	38.7	-	1968	109	-	184	-	94	18.7	2204	2200
D	SWB S 2.0 TDI	-	5M	7A	48311	28020	tba	204	36.2	-	1968	148	-	251	-	113	12.0	2254	2500
D	SWB SE 2.0 TDI	-	5M	6M	45622	26917	tba	190	38.7	-	1968	109	-	184	-	94	18.7	2200	2200
D	SWB SE 2.0 TDI	-	5M	7A	50933	28013	tba	203	36.7	-	1968	148	-	251	-	113	12.0	2250	2500
D	SWB SE 2.0 TDI	-	5M	7A	54005	28623	tba	205	36.2	-	1968	201	-	332	-	126	9.1	2282	2500
D	LWB S 2.0 TDI	-	5M	6M	44591	27646	tba	193	38.2	-	1968	109	-	184	-	94	18.7	2287	2200
D	LWB S 2.0 TDI	-	5M	7A	49427	28668	tba	206	35.8	-	1968	148	-	251	-	113	12.0	2337	2500
D	LWB SE 2.0 TDI	-	5M	6M	47213	27856	tba	193	38.7	-	1968	109	-	184	-	94	18.7	2282	2200
D	LWB SE 2.0 TDI	-	5M	6M	49607	28276	tba	195	37.7	-	1968	148	-	251	-	113	11.9	2312	2500
D	LWB SE 2.0 TDI	-	5M	7A	52049	29668	tba	206	36.2	-	1968	148	-	251	-	113	12.0	2332	2500
D	LWB SE 2.0 TDI	-	5M	7A	55121	29214	tba	208	35.8	-	1968	201	-	332	-	126	9.1	2364	2500

VOLVO

UK dealers: 95 Warranty: 3 years/60,000 miles Maintenance: 18,000 miles)

C40

RATING ■■■■■■■■□□ 8/10

Shaplier and slightly less practical version of the XC40, but sold exclusively with an electric drivetrain.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Recharge Core 🔌	-	5C	1A	47100	27318	34	0	-	271.5	-	-	228	-	243	99	7.4	1970	1500
E	Recharge Plus 🔌	-	5C	1A	53100	28674	35	0	-	269.7	-	-	228	-	243	99	7.4	1970	1500
E	Recharge Ultimate 🔌	-	5C	1A	56700	31185	36	0	-	268.4	-	-	228	-	243	99	7.4	1970	1500

S90

RATING ■■■■■■■■□□ 8/10

Volvo's large car updated. Plug-in only, comfort orientated S90 is a perfect antidote to the default German choice.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Plus Recharge T8 PHEV AWD 🔌	-	4S	8A	63080	22709	44	18	352.6	54.7	1969	306	143	295	228	112	4.7	2040	2100
PE	Ultimate Recharge T8 PHEV AWD 🔌	-	4S	8A	67830	24419	44	18	352.6	54.1	1969	306	143	295	228	112	4.7	2040	2100

LONG TERM TEST

V60

RATING ■■■■■■■■□□ 8/10

Volvo's renewal campaign continues, and it nails it with its latest upmarket estate. Audi and Merc should worry!

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Plus Recharge T6 PHEV AWD 🔌	-	5E	8A	50935	28014	42	18	352.6	54.7	1969	249	143	258	228	112	5.4	1994	2000
PE	Ultimate Recharge T8 PHEV AWD 🔌	-	5E	8A	57635	29970	tba	18	352.6	54.1	1969	306	143	295	228	112	4.6	1994	2000

V90

RATING ■■■■■■■■□□ 8/10

Volvo reinforces its estate car roots, and it's a cracker. Superbly comfortable and an accomplished drive.

THE A-TO-Z OF EVERYTHING

WHICH SIDE OF THE CAR IS THE DIESEL FUEL FILLER CAP ON?

	Driver's side	Passenger side
Alfa Romeo	-	Stelvio
Audi	A3, A4, A5, A6, A7, A8, Q3, Q5, Q7, Q8	-
BMW	1 Series, 2 Series, 3 Series, 4 Series, 5 Series, X1, X2, X3, X4, X5, X6, X7	-
Citroën	C5 Aircross	C3, C4
Dacia	Duster	-
DS Automobiles	DS 4	DS 3 Crossback, DS 7
Ford	-	Focus, Tourneo Connect, Tourneo Custom, Ranger
Genesis	-	G70, GV70
Hyundai	-	Santa Fe
Ineos	Grenadier	-
Isuzu	-	D-Max
Jaguar	XE, XF, E-Pace, F-Pace	-
Kia	-	Sorento
Land Rover	Defender, Discovery Sport, Discovery, Range Rover Evoque, Range Rover Velar, Range Rover Sport, Range Rover	-
Mazda	-	CX-5, CX-60
Mercedes-Benz	CLS-Class, E-Class, G-Class, GLC, GLE, GLS, S-Class	A-Class, B-Class, CLA-Class, C-Class, GLA, GLB, V-Class
Peugeot	308, 508, 3008, 5008	208
Renault	-	Trafic Passenger
SEAT	Leon, Ateca, Tarraco	-
Skoda	Octavia, Karoq, Kodiaq	-
SsangYong	-	Korando
Toyota	-	Land Cruiser, Hilux, Proace Verso
Vauxhall	Astra, Grandland	-
Volkswagen	Golf, Passat, Arteon, T-Roc, Tiguan, Touareg	Caddy, Multivan, Transporter
Volvo	V90, XC60, XC90	-

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Plus Recharge T6 PHEV AWD 🔌	-	5E	8A	62280	26158	41	19	352.6	53.4	1969	249	143	258	228	112	5.5	2026	2100
PE	Ultimate Recharge T8 PHEV AWD 🔌	-	5E	8A	70780	29020	tba	20	313.4	52.2	1969	306	143	295	228	112	4.8	2026	2100
D	Cross Country Plus B4 AWD MH	-	5E	8A	54605	16382	tba	165	44.8	-	1969	194	-	310	-	112	8.8	1890	2200

Car of the year 2020

XC40

RATING ■■■■■■■■□□ 8/10

Volvo enters the medium SUV market and kicks off the renewal of the '40' series of models.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Plus Recharge T4 PHEV 🔌	-	5H	7A	44455	26228	27	47	134.5	28.6	1477	127	80	181	118	112	8.5	1741	1800
PE	Ultimate Recharge T5 PHEV 🔌	-	5H	7A	51605	30447	31	49	134.5	28.0	1477	177	80	195	118	112	7.3	1741	1800
E	Recharge Core 🔌	-	5H	1A	45750	27908	35	0	-	263.5	-	-	228	-	243	99	7.4	1955	1500
E	Recharge Plus 🔌	-	5H	1A	51750	30015	36	0	-	262.2	-	-	228	-	243	99	7.4	1955	1500
E	Recharge Ultimate 🔌	-	5H	1A	55050	33030	37	0	-	258.5	-	-	228	-	243	99	7.4	1955	1500

XC60

RATING ■■■■■■■■■□ 9/10

It's one of Volvo's best-sellers and better than ever before. Mildly updated, but restricted diesel engine choice now.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Plus Recharge T6 PHEV AWD 🔌	-	5H	8A	60555	27855	40	24	282.1	47.8	1969	249	143	258	228	112	5.7	2086	2250
D	Plus B4 AWD MH	-	5H	8A	52880	24854	33	167	44.1	-	1969	194	-	310	-	112	8.3	1898	2400
PE	Ultimate Recharge T8 PHEV AWD 🔌	-	5H	8A	68385	34193	41	24	282.1	47.2	1969	306	143	295	228	112	4.9	2080	2250

LONG TERM TEST

XC90

RATING ■■■■■■■■■□ 9/10

It's the most luxurious Volvo ever, with a beautiful interior and smooth, powerful engines. The XC90 is a winner!

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
PE	Core Recharge T8 PHEV AWD 🔌	-	5H	8A	71405	34274	tba	28	235.1	43.5	1969	306	143	295	228	112	5.4	2227	2350
PE	Plus Recharge T8 PHEV AWD 🔌	-	5H	8A	76530	36734	44	29	235.1	42.9	1969	306	143	295	228	112	5.4	2227	2350
D	Plus B5 AWD MH	395s	5H	8A	68270	25943	42	184	39.7	-	1969	232	-	354	-	112	7.6	2101	2700
PE	Ultimate Recharge T8 PHEV AWD 🔌	-	5H	8A	83130	38240	45	31	235.1	41.6	1969	306	143	295	228	112	5.4	2227	2350

EX90

RATING COMING SOON

All-electric successor to the popular XC90. It's larger, packed with equipment and as stylish as ever.

Power Source		Test date	Doors	Gearbox	List price£	Trade-in value	Ins. Group	CO2g/km	Combined mpg	Electric range (miles)	Engine cc	Engine bhp/rpm	Electric bhp	Engine torque Lb ft	Electric torque lb ft	Top speed	0-62mph	Kerb weight (kg)	Towing weight (kg)
E	Ultra Twin Motor 🔌	-	5H	1A	96255	44277	tba	0	-	363.5	-	-	402	-	568	112	5.9	2743	2200
E	Ultra Twin Motor Performance 🔌	-	5H	1A	100555	46255	tba	0	-	360.4	-	-	510	-	671	112	4.9	2743	2200

HALL OF FAME

Look up the definition of 'Hall of Fame' in a dictionary and it'll tell you that it's an institution honouring the achievements of individuals who have excelled in a particular activity or field. Today, we're going to be applying that thinking to the car world and honouring cars that have stood out or have been exemplary in a particular field. And far from it being just an editorial team decision, we'd really like to hear your thoughts on cars to honour in the future. Drop us a line to editorial@dieselcar.com telling us why your nomination deserves inclusion in the Diesel&EcoCar Hall of Fame. In time we will compile a comprehensive list of legendary cars that have earned their place in motoring history.

VOLKSWAGEN GOLF GTD MK7

If you think the GTD badge is a relatively recent addition to the Golf range, then you'd be wrong. A turbodiesel badged GTD first appeared adorning the Mk1 in Europe four decades ago in 1982, to sit alongside the GTI and offer high-performance diesel power. Just like today, it offered buyers high torque and low running costs. There was also a GTD version of the Mk2 that did arrive in the UK, but the badge was paused for the Mk3, and for the Mk4 and Mk5 Golfs, the badging shifted to GT TDI.

With the Mk6 Golf, the GTD badge and spirit were back, and following high demand and strong sales, the recipe was continued into the Mk7. Here it proved to be a hit, especially in the UK where around a third of all Golf's sold was a performance version (either a GTD, GTI or plug-in hybrid GTE), with the bulk being the diesel.

Well, it might be the ultimate motoring journo cliché, but the Mk7 Golf GTD was a perfect example of having your cake and eating it. Here was a car with 258lb ft of torque from its 2.0-litre engine that could get from 0-62mph in 7.5 seconds – and felt a lot quicker on the road – yet also returns 67.3mpg with CO_2 emissions of just 109g/km.

Whether it was a purposeful move or not, the fast diesel Golf had also become a bit soft and squidgy in the GT TDI era, and while the Mk6 GTD was more focused, it was the Mk7 that looked and felt a whole lot sharper again. Equipped with the brand-new MQB platform, the GTD was incredibly rigid and boasted a sophisticated chassis with optional Adaptive Chassis Control (ACC) dampers. It also came alive thanks to steering shared with the GTI, with just two turns between the lock stops to help it dive into corners. This was aided by XDS+, an electronic differential, nipping at the inside brakes to help quell understeer.

While it's not necessarily essential for a hall of fame car, it also doesn't harm the Mk7 GTD's case that it was handsome and so easy to live with. We've increasingly heard it said amongst enthusiasts that the Mk7 could be "the best generation of Golf", and its sharp yet subtle lines do have a timeless quality, lifted by the GTD's pretty alloy wheels, subtle body kit and Jacara Grey tartan seats. Around town and on the motorway, the GTD is comfortable, quiet, and safe, but a deep well of power and athletic handling is only ever a flex of your ankle or wrists away.

Propulsion	Model	Gearbox	Fuel economy	CO_2 emissions	Engine cc	Bhp	Lb ft	Top speed	0-62mph	What we say	Rating
D	Volkswagen Golf GTD 3-door	6A	67.3	109	1968	181	258	143	7.5	Arguably the best Golf, the Mk7 GTD has the disposition of the devil, but drinks fuel like a saint.	9/10
D	Alfa Romeo 156 2.4 JTD	5M	42.2	178	2387	138	224	127	9.8	The 156 stands out in a long line of Bellissimo Alfa Romeo designs	8/10
D	Audi TT Coupé 2.0 TDI quattro	6M	53.3	139	1968	168	258	140	7.5	Audi sets the cat amongst the pigeons, with an athletic design and diesel frugality	8/10
D	Audi Q7 6.0 V12 TDI quattro	6A	25.0	298	5934	493	738	155	5.5	What a beast! Audi proves it can (and will) trump all of its rivals	8/10
D	BMW 320d	5M	48.9	152	1951	134	207	129	9.6	The ultimate company car. Most were superglued to the outside lane of the motorway	9/10
D	Citroën BX TZD Turbo	5M	47.9	n/a	1769	89	133	111	11.0	Generous space, great pace and excellent equipment levels made this the thinking man's diesel GTi.	9/10
D	Citroën ZX Volcane 1.9 Turbo D	5M	47.4	n/a	1905	90	148	110	11.3	Looks identical to its petrol cousin, it leads the way in hot diesels	9/10
D	Ford Focus 1.8 TDCi	5M	51.4	145	1753	114	184	122	10.7	The car that re-wrote the rule book for the medium class	10/10
D	Ford Mondeo ST TDCi 4/5-door (2005)	6M	46.3	161	2198	153	295	137	8.7	Mondeo man's wheels got a whole lot hotter	9/10
D	Jaguar S-Type 2.7 V6 Diesel	6M	41.5	179	2720	206	320	143	8.5	A solid and refined choice for patriotic buyers in the market for an executive express	8/10
D	Mercedes-Benz SLK 250 CDI	7A	56.5	132	2143	201	369	151	6.7	The original premium coupé-cabriolet in biggest-selling diesel guise	8/10
D	Montego Countryman 2.0D Turbo Estate	5M	68.6	n/a	1994	80	116	100	13.2	The engine was much more ingenious than the car it was installed in	8/10
D	Peugeot 306 D turbo	5M	64.2	n/a	1905	91	148	111	12.4	The relatively sober looks hid what a fantastic hot diesel the 306 was	9/10
D	Peugeot 405 Style D/GLD/GRD	5M	61.4	n/a	1905	68	90	102	16.0	One of the best handling British-built saloon cars of all time	9/10
D	Peugeot RCZ 2.0 HDi	6M	53.2	139	1997	161	236	137	8.7	Created when the bean counters weren't looking or perhaps had popped out for a long lunch	9/10
D	Rover 75 2.0 CDT	5M	48.8	163	1950	114	192	120	11.0	Ride comfort famed to be better than that of a Rolls-Royce Phantom	9/10
D	Rover 2400 SD Turbo	5M	42.2	n/a	2387	90	147	103	14.9	The design still looks as beautiful today as the day that it was launched.	8/10
D	Skoda Fabia vRS 1.9 TDI PD	6M	52.3	138	1896	129	229	128	9.5	It has to be one of the most desirable Skodas ever made	9/10
D	Talbot Horizon LD 1.9	5M	62.8	n/a	1905	64	88	97	17.9	1979's Car of The Year was transformed with an XUD diesel engine under its bonnet	7/10
D	Volkswagen Phaeton V10 TDI 4Motion	6A	24.8	308	4921	308	553	155	6.9	We're unlikely to see a car so over-engineered ever again	8/10
D	Volkswagen Touareg R50 V10 TDI	6A	23.7	315	4921	346	627	146	6.7	A beast of an SUV sitting right at the top of the R-range of VWs	8/10

NEXT ISSUE

ON SALE FRIDAY 30TH DECEMBER 2022

FIRST UK TEST

GWM ORA FUNKY CAT
Does its interesting name translate into an entertaining drive? We find out.

FIRST UK TEST

BMW 2 SERIES ACTIVE TOURER
MPVs aren't dead after all, as we try out BMW's second gen Active Tourer.

FIRST UK TEST

BMW 220d COUPÉ
A 2 Series banging a drum to a different beat. We drive BMW's diesel compact coupé.

FIRST UK TEST

FORD MUSTANG MACH-E GT
The Mach-E gets a shot in the arm thanks to a new 480bhp electric motor. We get behind the wheel.

USED CAR BUYER'S GUIDE

The SEAT Ibiza 1.6 TDI is next month's star car in our used car buyer's guide

TWIN TEST

Delayed from this issue, the Audi A4 Avant 2.0 TDI takes on the new Mercedes-Benz C 220 d Estate in a clash of the cargo carriers

PLUS

A whole lot more, including News and Marketplace, and all your favourites like The Doctor, Gadget Inspector, Legal i, Autojumble, Fuel for thought, Road watch, Buying and Selling and the most up-to-date data section in the business. You'll be kicking yourself if you miss out!

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Twin Test DS 4 vs A3 **Tests** Tonale, Ioniq 6, GV70 Electrified, Grand Tourneo, Range Rover L **News** Oli, A-Class, BMW XM, B-Class, EQE SUV, e-208, DS 3, Polestar 3 **Our Cars** V90 Cross Country Niro, Swift Sport,Scala, Born, Grandland, e-Rifter, CX-5, C3 Aircross **Tuning** Brake upgrades **Used Car Buyer's Guide** 6 Series GT **Hall of Fame** SLK 250 CDI

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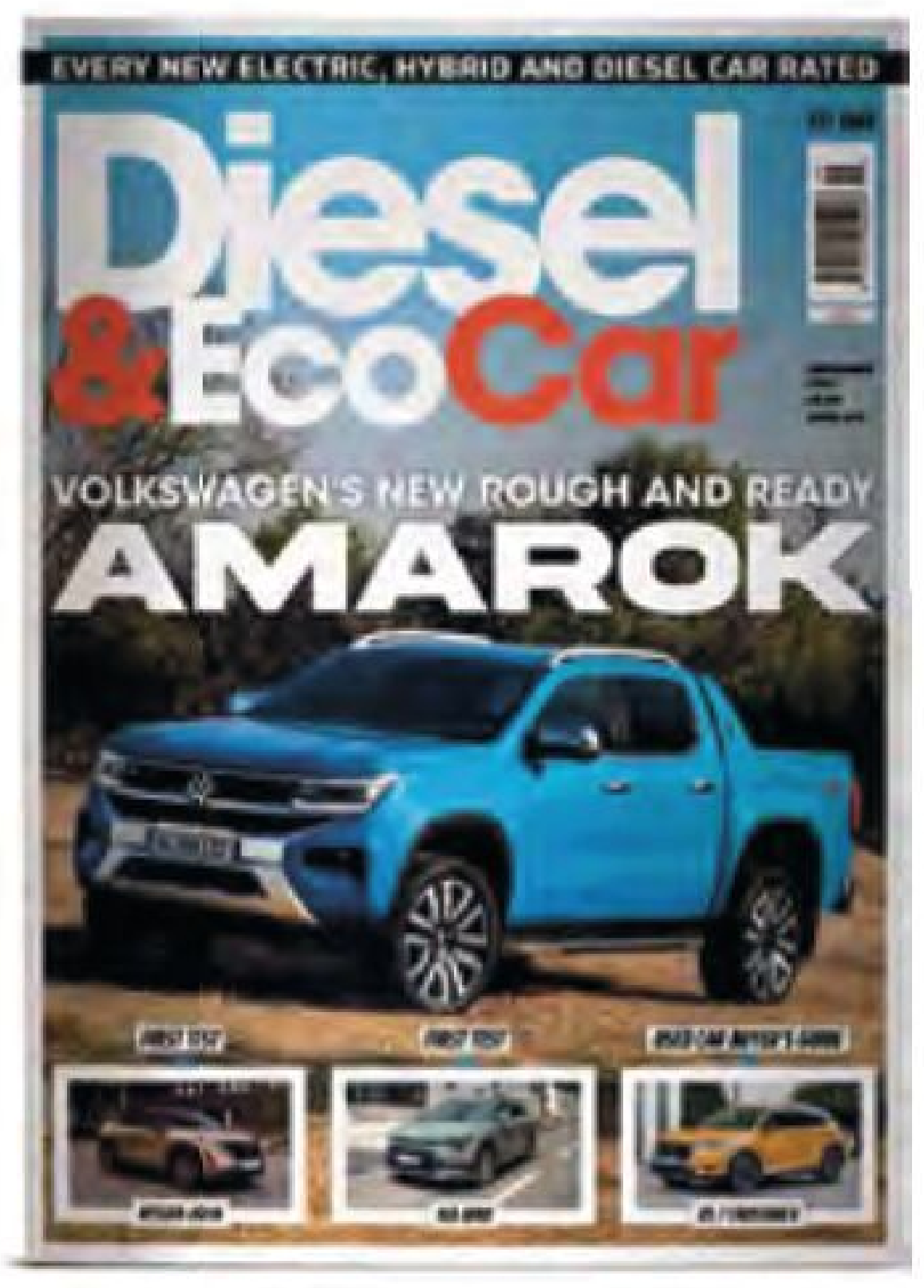
ISSUE 430 October 2022

Twin Test A8 vs S-Class, **Tests** Astra, Niro, Civic, EQS, C40, X3 M40d **News** Polestar 6, Aceman, Electric Convertible, Alpine E-Ternité **Our Cars** Scala, Born, Grandland, Honda e, e-Rifter, V60, CX-5, C3 Aircross, Kuga PHEV **Tuning** For more power **Feature** Phaeton Mk2 **Used Car Buyer's Guide** Honda Civic **Hall of Fame** Rover 2400 SD Turbo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VOLKSWAGEN'S NEW ROUGH AND READY
AMAROK

ISSUE 429 September 2022

Tests Ariya, Niro, Astra ST, C5 X, Taigo, Qashqai e-Power, Karoq **News** Amarok, Ioniq 6, XCeed, Mazda 3.3D, ID. Aero, Ford Supervan, Electrified Lexus **Our Cars** Scala, Born, Grandland, Honda e, e-Rifter, V60, CX-5, C3 Aircross, 5 EV, Kuga PHEV **Tuning** SEAT Leon FR TDI **Used Car Buyer's Guide** DS 7 Crossback **Hall of Fame** RCZ 2.0 HDi

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PEUGEOT UNLEASHES NEW 408

ISSUE 428 August 2022

Twin Test Q5 vs NX **Tests** Focus, Civic, C5 Aircross, 308, Juke Hybrid, Tipo Hybrid, Aygo X, S-Cross **News** 408, e-C4 X, RX, X1, DS 7, MG5 EV, GLC, Corolla **Our Cars** Grandland, Honda e, i10, e-Rifter, V60, CX-5, C3 Aircross, 5 EV, Arona, Kodiaq, Kuga PHEV **Tuning** MINI Cooper SD **Used Car Buyer's Guide** Renault Clio dCi 85 **Hall of Fame** BX DTR/TZD Turbo

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LAND ROVER'S NEW
RANGE ROVER SPORT

ISSUE 427 July 2022

Twin Test Sportage vs Kuga **Tests** Range Rover, Tonale, Sportage CRDi, 500X Hybrid, Defender P400e **News** Range Rover Sport, 3 Series, Torres, Defender 130, Scenic **Our Cars** Santa Fe, V60, CX-5, HR-V, C3 Aircross, 5 EV, 5008, Arona, Kodiaq, Kuga PHEV, Mokka-e **Tuning** A3 2.0 TDI **Used Car Buyer's Guide** Vauxhall Astra **Hall of Fame** Horizon 1.9D

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LOTUS' PURE ELECTRIC FUTURE

ISSUE 426 June 2022

Twin Test Jazz vs Yaris **Tests** Fiesta, Born, GV60, Compass e-Hybrid, Polestar 2, Duster **News** Eletre, smart #1, X7, RZ 450e, EQS SUV, Urbansphere, 7 Series **Our Cars** V60, CX-5, HR-V, C3 Aircross, 5 EV, 5008, Arona, Kodiaq, Kuga PHEV, Mokka-e **Tuning** A 220 CDI/A 220 d **Used Car Buyer's Guide** A3 e-tron **Hall of Fame** S-Type 2.7D

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ISSUE 425 May 2022

Twin Test Ibiza vs Fabia **Tests** C5 X, Model Y, Grandland, Trafic Passenger, DS 9, Enyaq 80x SportLine **News** ID. Buzz, CX-60, Austral, A6 Avant e-tron, Grecale **Our Cars** Kona Electric, CX-5, HR-V, C3 Aircross, 5 EV, 5008, Arona, Kodiaq, V60 Cross Country, Kuga PHEV, Mokka-e **Tuning** 125d **Used Car Buyer's Guide** Alfa Romeo Giulia **Hall of Fame** 156 2.4 JTD

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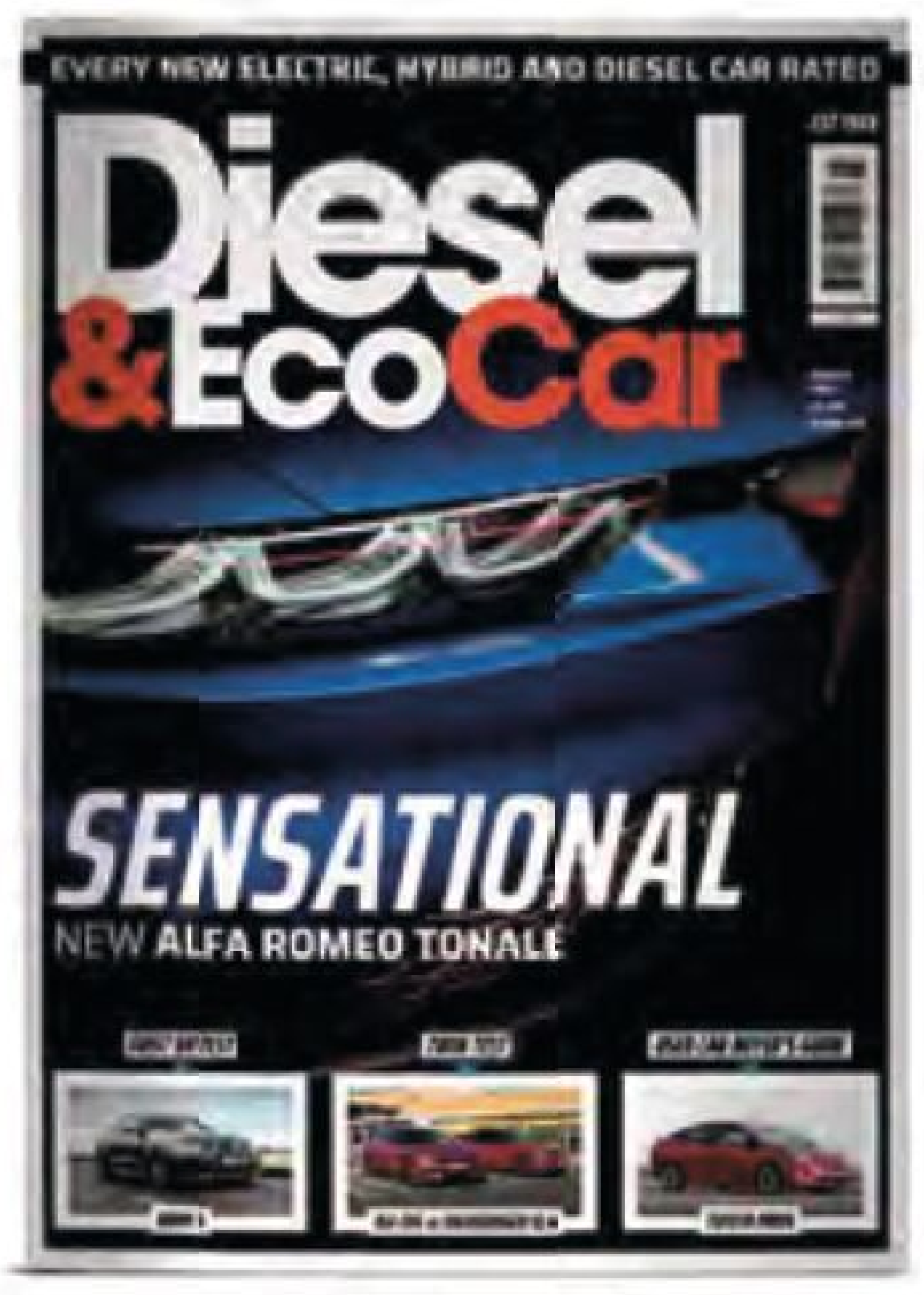
RAPTOR

ISSUE 424 April 2022

Twin Test G70 vs C-Class **Tests** Astra, Megane, NX, Scala, X7, DS 7 **News** Ranger Raptor, Leaf, Grand Cherokee, Polestar O2, Fabia Monte Carlo **Our Cars** Tucson PHEV, HR-V, C3 Aircross, 5 EV, 5008, Korando, Arona, Kodiaq, V60 Cross Country, Kuga PHEV, Mokka-e **Tuning** Golf GTD Mk6 **Used Car Buyer's Guide** C3 Aircross **Hall of Fame** VW Touareg R50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ISSUE 423 March 2022

Twin Test EV6 vs ID.4 **Tests** CX-5, i4, Sportage, DS 9, Kuga Hybrid, Tiguan Allspace, CR-V **News** Tonale, Enyaq Coupé, Hilux GR Sport **Our Cars** Ioniq 5, C3 Aircross, 5 EV, 5008, Korando, Arona, Kodiaq, V60 Cross Country, Kuga PHEV, Mokka-e, Niro, Formentor, Sandero **Tuning** Focus ST **Used Car Buyer's Guide** Prius Hybrid **Hall of Fame** Peugeot 306 D Turbo

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